

BODE BITTER LAKE

EARLY DESIGN GUIDANCE 2

AUGUST 15, 2022

PROJECT NUMBER: 3039043-EG,

3038883-LU PROJECT ADDRESS:

13711 AURORA AVE N, SEATTLE





AFFORDABLE LIVING APARTMENTS & COMFORTABLE DENSITY

WHO WE ARE

- Our company founded in 2005 with a clear mission, to help Seattle communities with attainable housing, providing innovative, effective, and equitable housing solutions.

VALUES

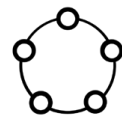
- Seattle has experienced rapid growth and the housing market is changing rapidly.
- We strive to enhance affordable apartments for everyone.
- Build projects that respond to citywide housing needs. Our quality, efficient and sustainable homes respect our neighborhoods and ensure new families and members can join and engage in the community



DENSITY



SUSTAINABILITY



COMMUNITY



TRANSPORTATION



AFFORDABILITY



INNOVATION



BODE QUEEN ANNE



BODE GREEN LAKE



BODE WEST SEATTLE



BODE LAKE CITY



BODE LAKE CITY



BODE COLUMBIA CITY





BODE BITTER LAKE



1. DEVELOPMENT OBJECTIVES

- Redevelopment of the half-block bound by Aurora Ave N.
- Our building will be one of the first new taller apartment buildings along Aurora and will establish a desirable context for others to build upon in the future.

2. DESIGN OBJECTIVES

- The neighbors along Aurora are currently car dealerships or retail types without pedestrian oriented street-scape.
- This project will provide retail spaces along the street frontage, designed with mainly glass facades that opens up to the views and allows for a successful pedestrian connectivity.

3. NEIGHBORHOOD OBJECTIVES

- We firmly believe the diversity of people, language, cultures, and religions enhance and enliven the community in the area.
- Create housing so that living is both affordable and attractive and the diversity of the community can continue to grow and re-main intact.



PROJECT INFORMATION

- **ADDRESS:**
13711 AURORA AVE N,
SEATTLE
- **SDCI PROJECT #:**
3039043-EG, 3038883-LU
- **DEVELOPMENT +
DESIGN:**
BODE 144 Railroad Avenue
Edmonds, WA 98104
- **LANDSCAPE ARCHITECT**
GHA LANDSCAPE
ARCHITECTS
1417 NE 80th Seattle, WA
98115

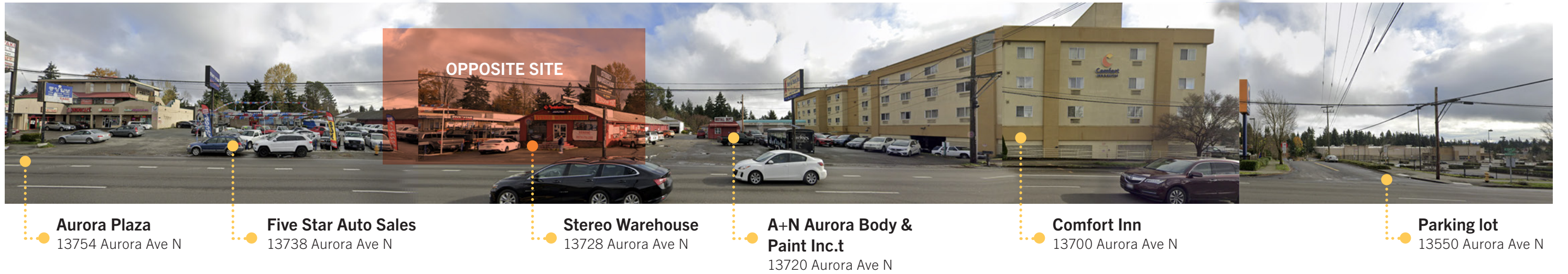


PROJECT SUMMARY

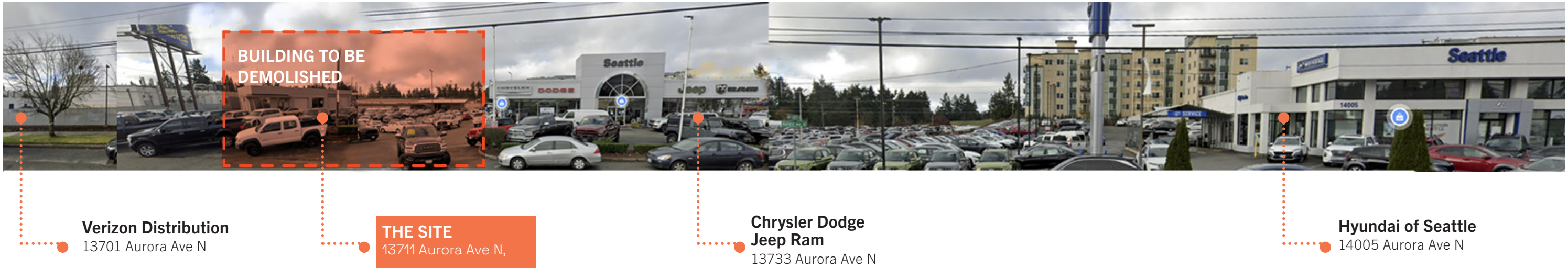
- Seven levels of affordable multi-family residential space with approximately 39,300 SF gross floor area per floor and 287,726 GSF total.
- Approximately 456 residential units / 3,800 GSF commercial space. No required parking..
- 126 proposed parking stalls / 456 bike stalls.
- 3,350 SF residential roof amenity area
- 1,482 SF of interior residential lounge amenity area



AURORA AVE N, (LOOKING EAST) : A-A'



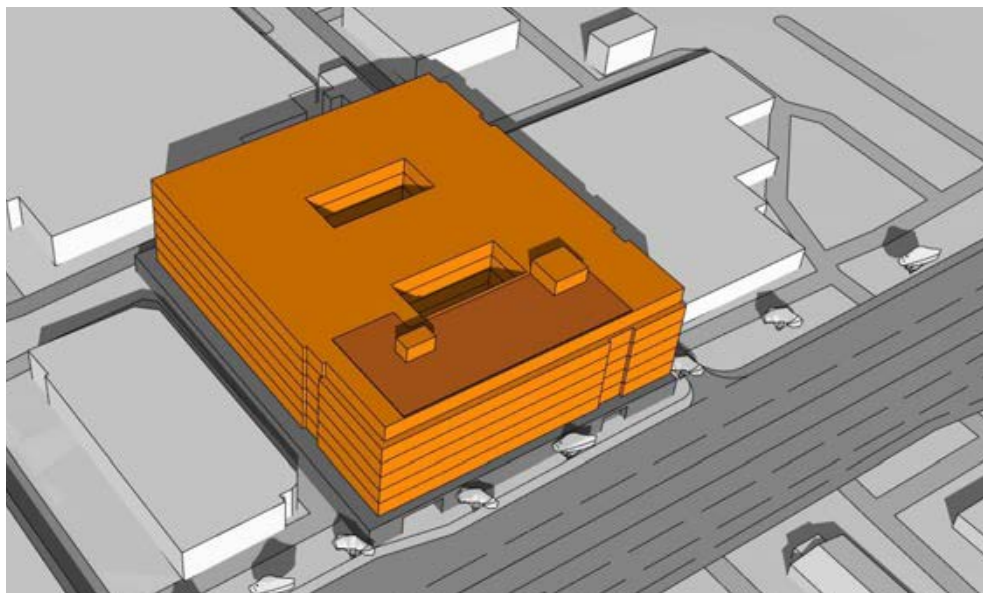
AURORA AVE N, (LOOKING WEST) : B-B'



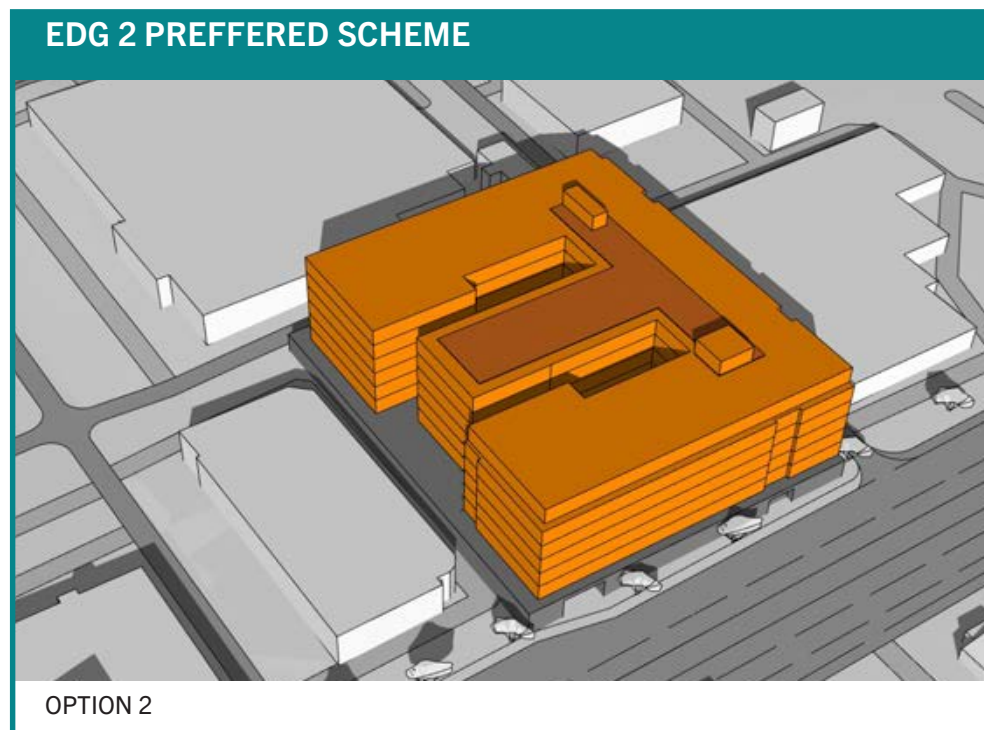
DESIGN EVOLUTIONS: EDG 1 DESIGN CONCEPT SUMMARY

CONCEPT SUMMARY

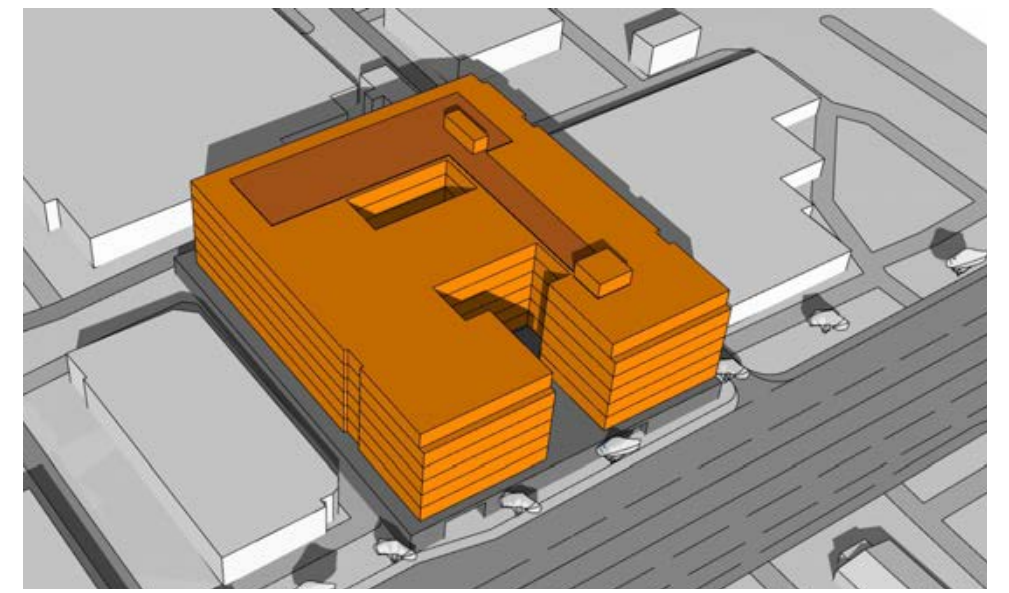
- The Board unanimously supported further development of massing Option 2 as the south-facing courtyards provide more openness and viability, compared to the courtyards of Option 1, which are dark and enclosed, and Option 3, which opens up onto the busy Aurora Ave N corridor.



OPTION 1



OPTION 2



OPTION 3

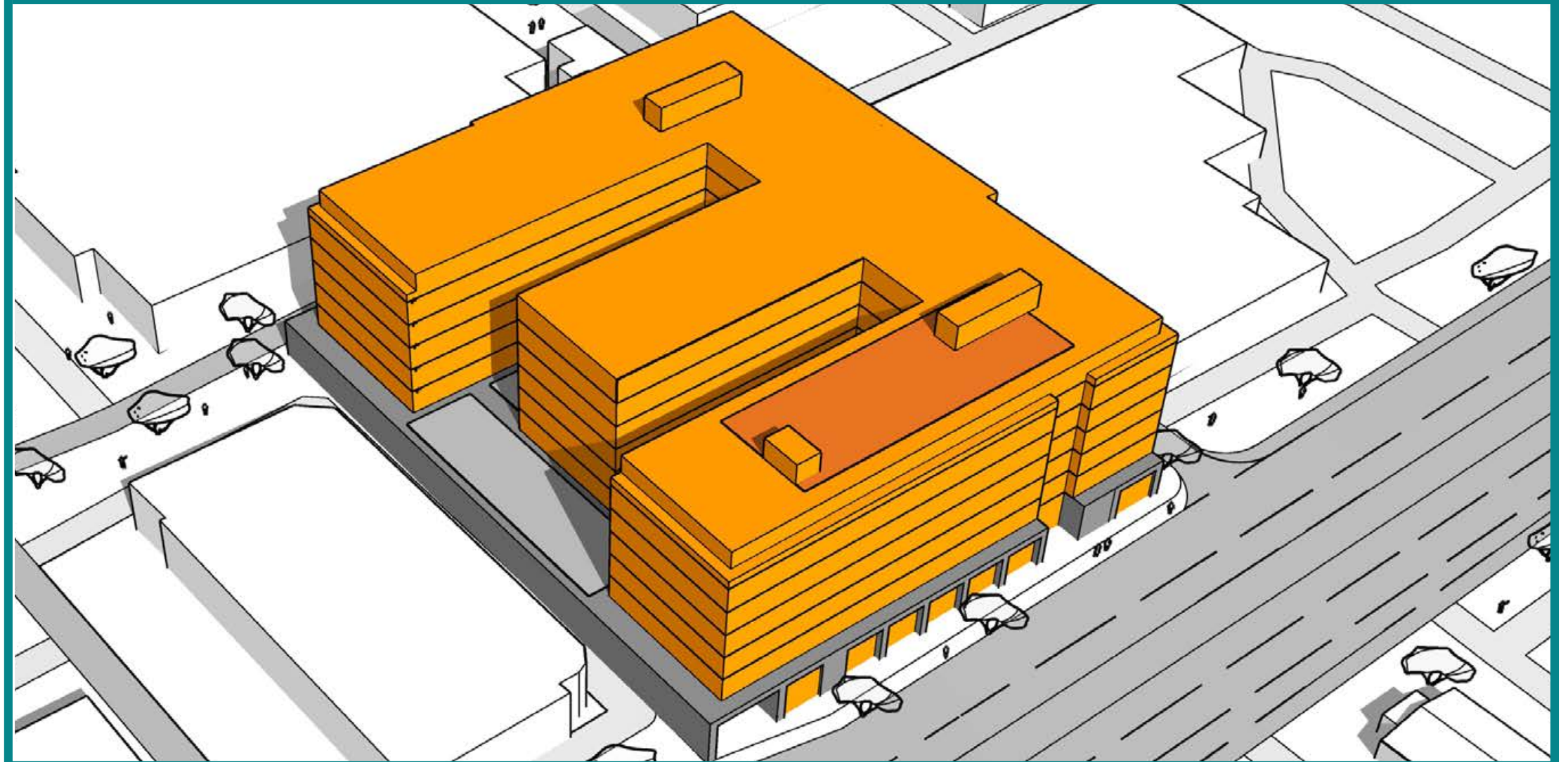
DESIGN EVOLUTIONS: EDG 1 DESIGN CONCEPT SUMMARY

EVOLUTION OF DESIGN

- The evolution of the design was focused on finding the optimum balance between size and scope considering the neighborhood surroundings, a viable functional program and construction budget. The proposed revised building responds to the comments given by the design board and feedback from the community.

DEPARTURES: NONE

CURRENT SCHEME



NOTABLE EVOLUTIONS



1. STREET LEVEL USES

Integrate live/works along Aurora in lieu of the retails. These will stimulate opportunities to treat the facade with variety of commercial uses of both retail and live/ work.

2. ENHANCED STREETScape

Streetscape along Aurora creates more buffer with smaller scale features and offset live/ work entryways.

3. FACADE ARTICULATION

Articulation further refined and established clear, distinct facade planes and materiality & treatment.

4. SITE CONFIGURATION

The building base was shifted 5 feet to the south creating about 5 feet setback condition for the ground floor level on the north and south lot lines. The north & south side setbacks will accommodate about a 5' deep walkway for egress route required per code.

NOTABLE EVOLUTIONS

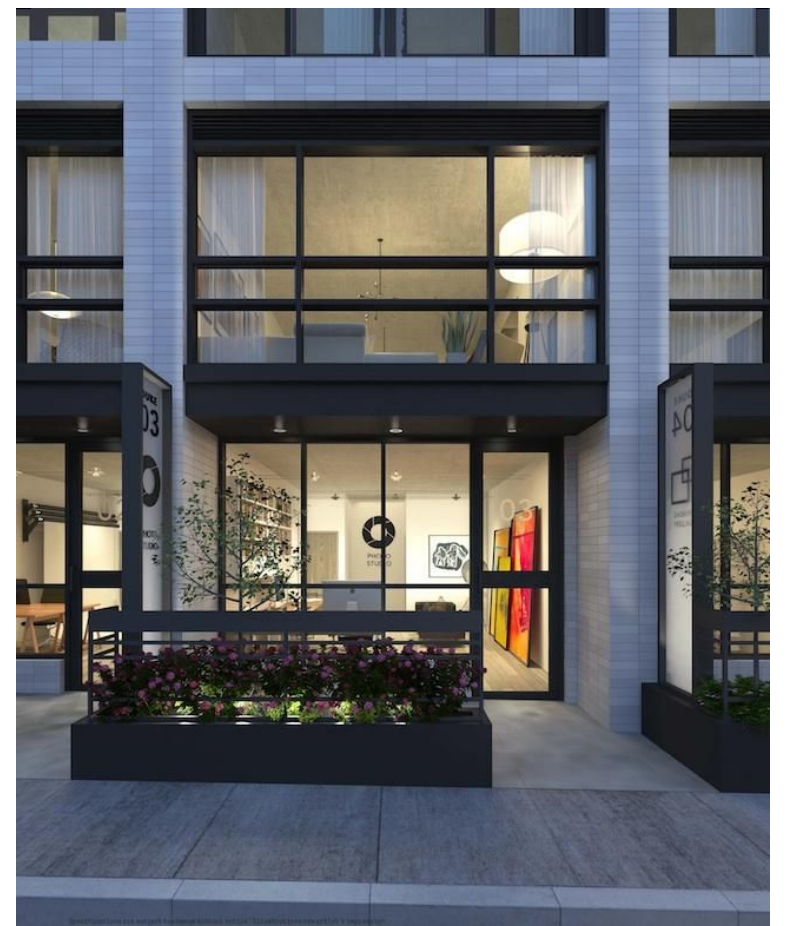
1. STREET LEVEL USES

The project has evolved to integrate live/work units along the Aurora street in lieu of the retail spaces. These will occupy the center area of the long east fa-cade between the residential entrance and the garage entry and will stimulate opportunities to appropriately treat the facade with variety of commercial uses of both retail and live/work units.

After consideration, it was felt that the context provides some significant challenges for creating engaging retail spaces and active urban streetscapes within the neighborhood context. Moreover, given the character of Aurora as a dense car oriented corridor it felt that too much retail spaces would stay vacant or hard to occupy.



INSPIRATION: STREET-LEVEL LIVE / WORKS



NOTABLE EVOLUTIONS

1. STREET LEVEL USES

1. Encourage small and local businesses,
2. Reduce the scale of commercial facades so that they are conducive to small business tenants.
3. Include commercial spaces with smaller footprints to promote local establishments at street level.



PERSPECTIVE | LIVE/WORKS
UNITS ALONG AURORA



Pushed back
entries along
Aurora to create
more of a buffer
be-tween the
street and the
building

Canopies along
the street front
provide human
scale for
pedestrians

Mainly glass
facades open up
to the street
allows for a safe
environment.

Bio- retention
planters for the
landscaping along
the frontage to
soften the building
edge

EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

1. MASSING & ARCHITECTURAL CONCEPT

RECOMMENDATION:

The Board stated that the vertical massing recesses on the north and west facades were not as successful as the street-facing facades, where it is intentionally aligned with the residential entry. The Board directed further study of locating the vertical massing recesses in a manner that relates to the facade composition, internal uses, and/or the adjacent context.

(DC2, DC2-A, DC2-B-1, DC2-C-1))

RESPONSE:

The project team reviewed the massing and worked to clarify the recesses on the north and west facades. The modularity of the west and north facade maintains consistency in concept and a clear relationship between the building uses.



PERSPECTIVE: SOUTH EAST CORNER

To accentuate the massing setbacks, the materiality differs from the background massing with high contrast darker color to provide visual depth and interest.

The scale and proportion of the massing setback are directly related to the courtyard while also establishing balance to the facade composition.

The architectural expression wraps around the corner creating continuity of level 7 setback. facade modularity and materials, from the east facade to the north.



PERSPECTIVE: SOUTH FACADE



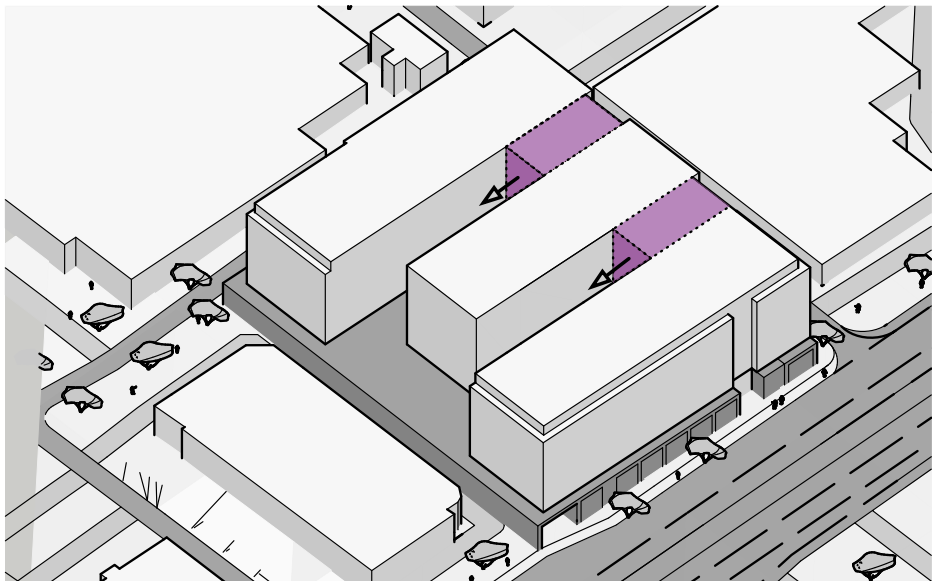
PERSPECTIVE: NORTH FACADE

The two vertical massing recesses break the perceived building mass into 3 strong visual elements providing depth and interest to the north facade.

EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

1. MASSING & ARCHITECTURAL CONCEPT

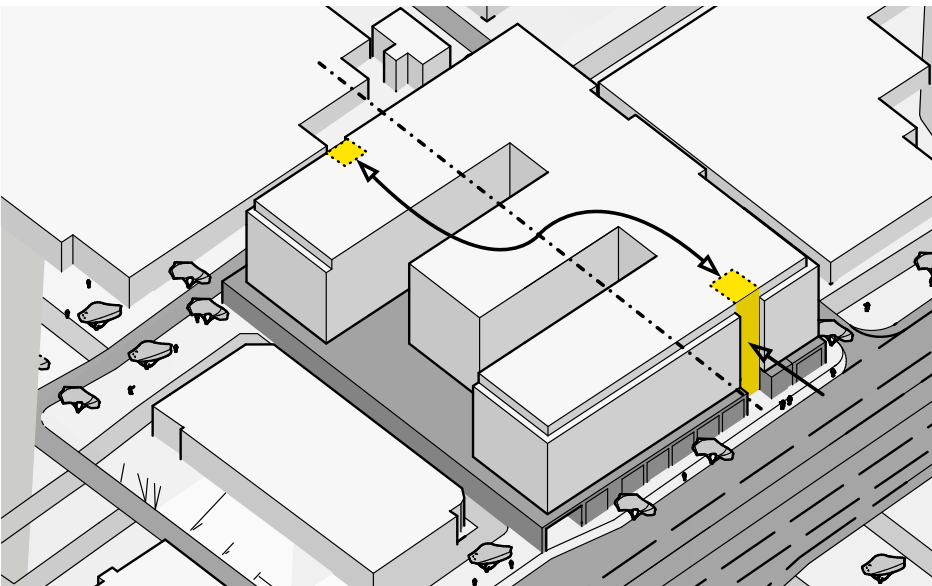


MASSING RECESSES ON SOUTH AND NORTH FACADES

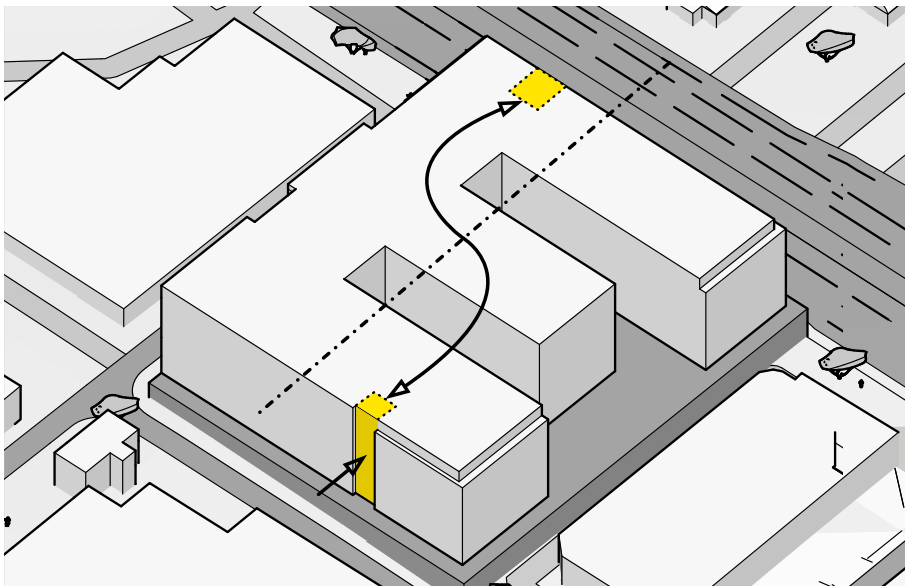


MASSING RECESSES ON SOUTH AND NORTH FACADES

The refined scheme emphasizes the modularity of the north facade to match the length and scale of the courtyard segments.



MASSING RECESSES ON WEST AND EAST FACADES



MASSING RECESSES ON WEST AND EAST FACADES

The refined scheme is treating the west side with a vertical recess slot similar to the composition on the east. We located a vertical massing recess as a “big massing move” breaking the west facade into two separate elements at approx the quarter mass.

EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

1. MASSING & ARCHITECTURAL CONCEPT

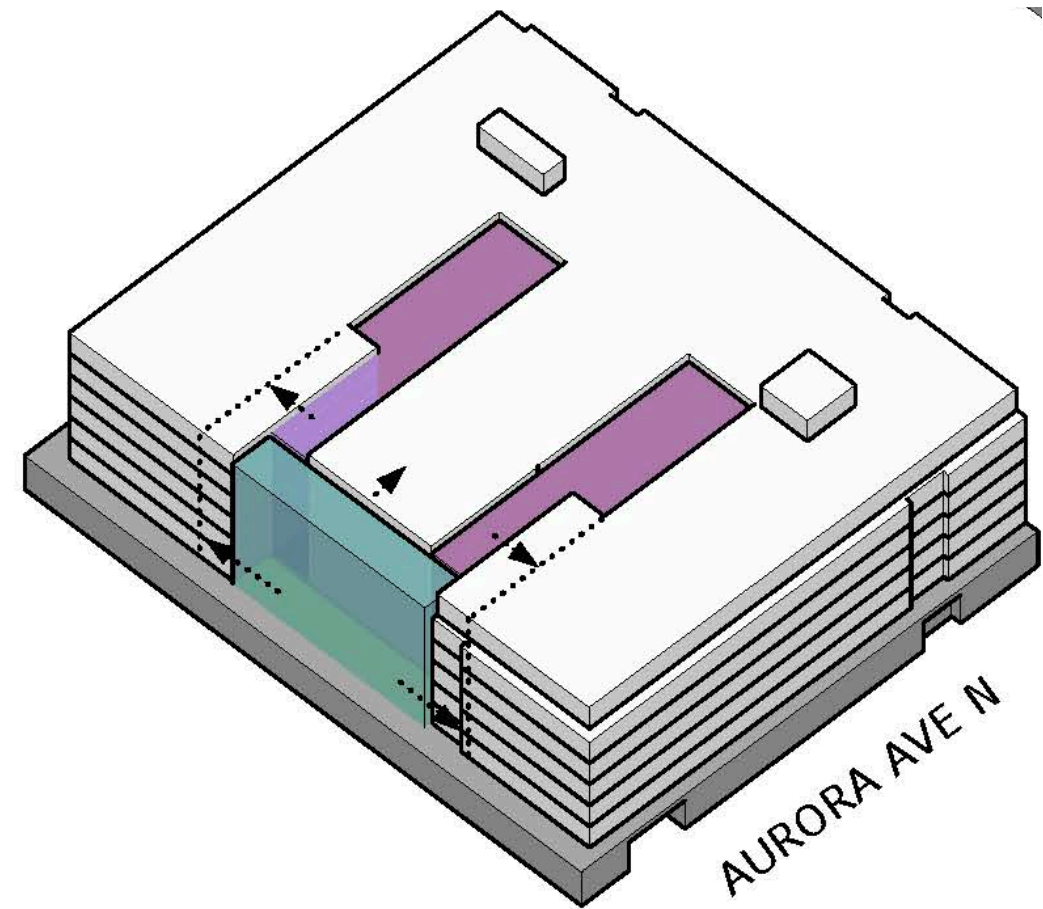
RECOMMENDATION:

The Board directed further study of the size and scale of the courtyards in a manner that maximizes access to daylight and promotes use of this outdoor amenity area.
(CS1-B-2,DC2-A-1, DC3, DC3-B-2)

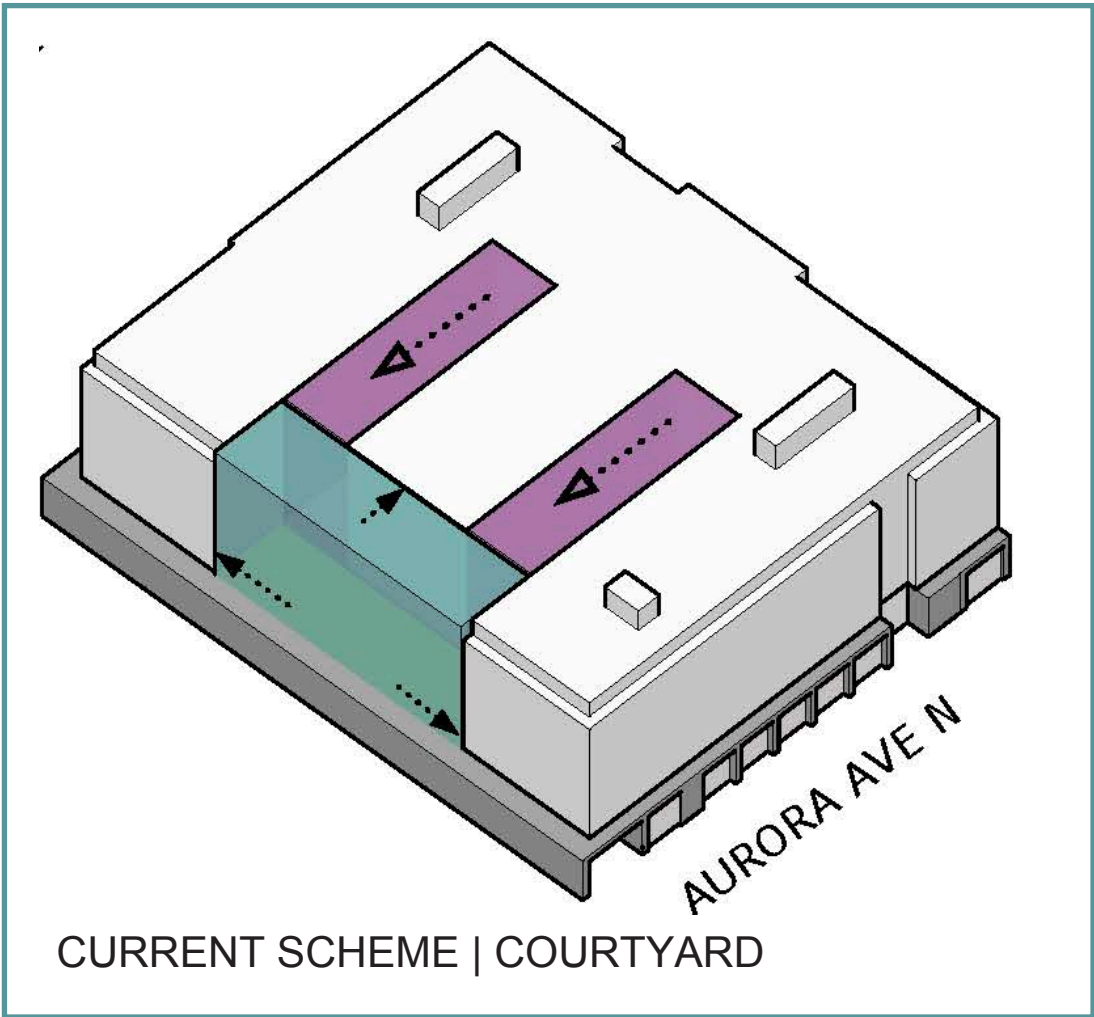
RESPONSE:

The project’s preferred massing op-tion will create a south-facing open spaces that will play a role in shaping a visual and physical break in the fa-cade and bringing in sufficient sun-light into the courtyard.

The massing has been developed around framing multiple shared and private podium outdoor amenities that has evolved to further strengthened the courtyard’s access to sunlight, air and usability of the outdoor amenities.



EDG 1 SCHEME | COURTYARD



CURRENT SCHEME | COURTYARD

COURTYARD USES

CENTRAL COURTYARD | COMMON

The south facing central courtyard has a visual connection from the street/ sidewalk and will provide a shared place where residents can interact.

INNER COURTYARD | PRIVATE

The inner courtyards has less interface with the surrounding context therefore it would allow for improved privacy and protection from the street

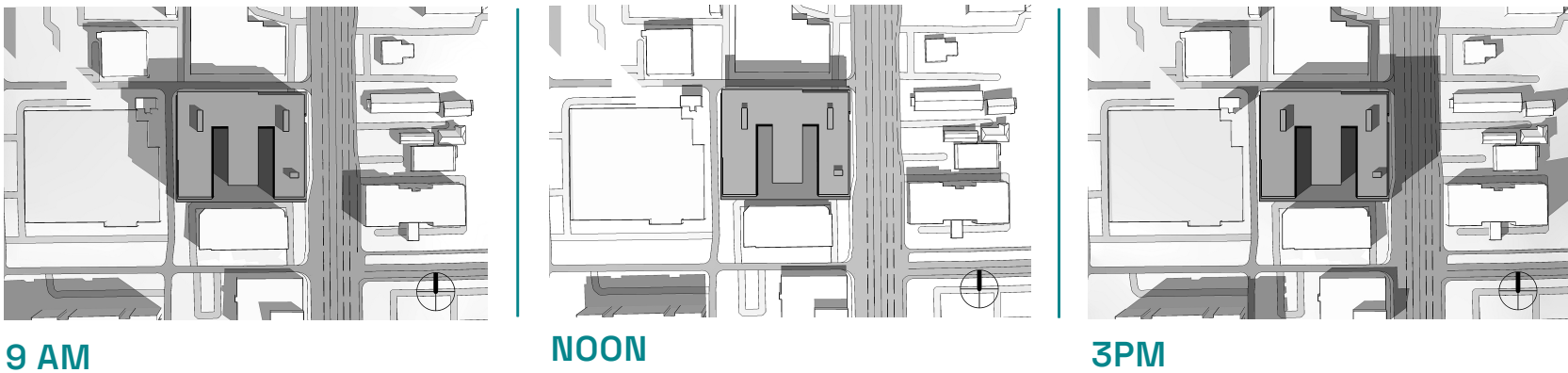
In the current scheme, we opened up a broader amount of light and views , by reducing the units along the south so the internal courtyard allows for units to have more access to light, air, and views to an outdoor private space.

EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

1. MASSING & ARCHITECTURAL CONCEPT

COURTYARD POTENTIAL SHADOW IMPACTS | MARCH / SEPT 21



Vernal and Autumnal Equinox

At 9 AM, shadows from the building would extend in a northwesterly direction and would shade these portions of the courtyard facades.

At 12 PM, shadows from the building would extend in a northerly direction and would not significantly shade the courtyard facades at this time of day.

At 3 PM, shadows from the building would extend in an easterly direction and would shade these portions of the courtyard facades.

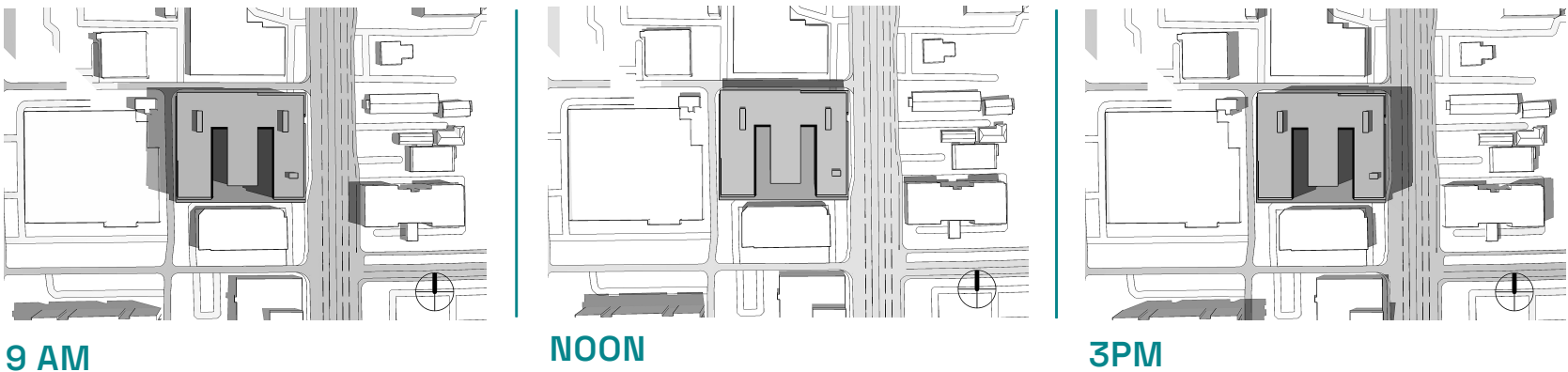


EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

1. MASSING & ARCHITECTURAL CONCEPT

COURTYARD POTENTIAL SHADOW IMPACTS | JUNE 21



Summer Solstice

At 9 AM, shadows from the building would extend in a northwesterly direction and would shade these portions of the courtyard facades.

At 12 PM, shadows from the building would extend in a northerly direction and would not significantly shade the courtyard facades at this time of day.

At 3 PM, shadows from the building would extend in an easterly direction and would shade these portions of the courtyard facades.

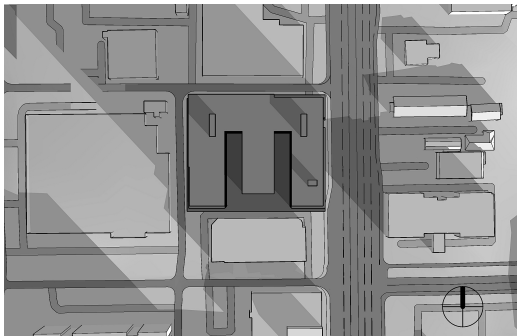


EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

1. MASSING & ARCHITECTURAL CONCEPT

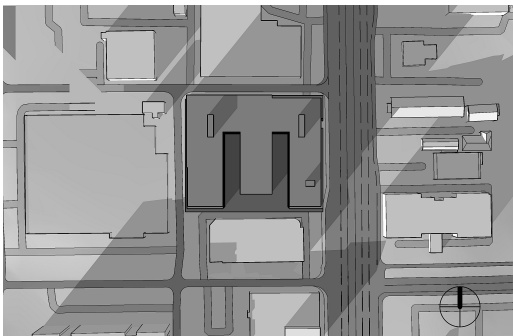
COURTYARD POTENTIAL SHADOW IMPACTS | DECEMBER 21



9 AM



NOON



3PM



9 AM



3PM

Winter Solstice

At 9 AM, shadows from the building would extend in a northwesterly direction and would shade these portions of the courtyard facades.

At 12 PM, shadows from the building would extend in a northerly direction and would not significantly shade the courtyard facades at this time of day.

At 3 PM, shadows from the building would extend in an easterly direction and would shade these portions of the courtyard facades.



NOON

EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

1. MASSING & ARCHITECTURAL CONCEPT

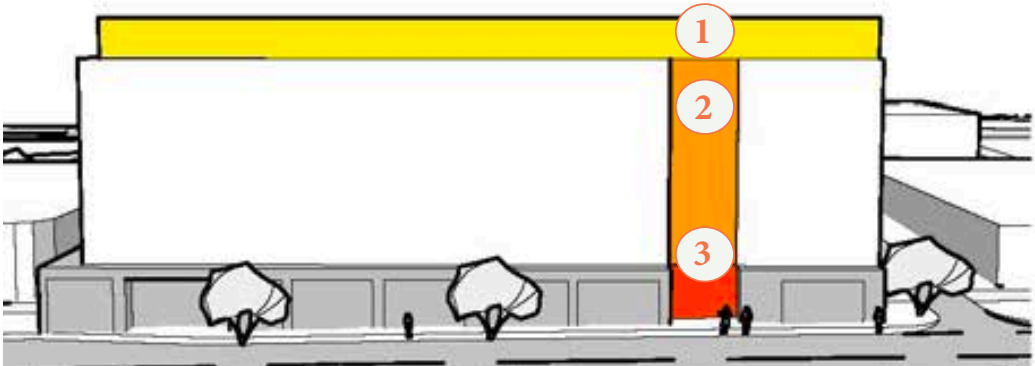
RECOMMENDATION:

The Board supported the use of a vertical massing recess as the “big massing move” on the street-facing façade as it helps break up the ex-tent of the façade into two separate elements; however, they were concerned that the depth of the recess is too shallow to be legible at this scale. To better achieve the design intent and strengthen the concept, the Board stated that the depth of the vertical massing recesses should match the depth of the level 7 setback.

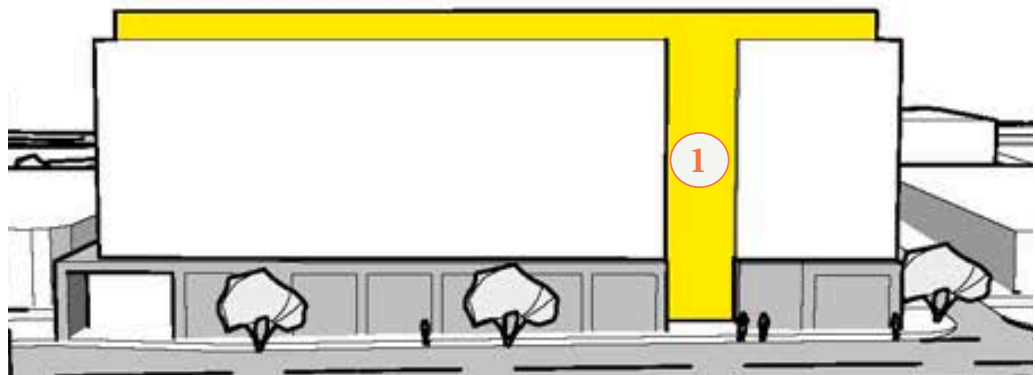
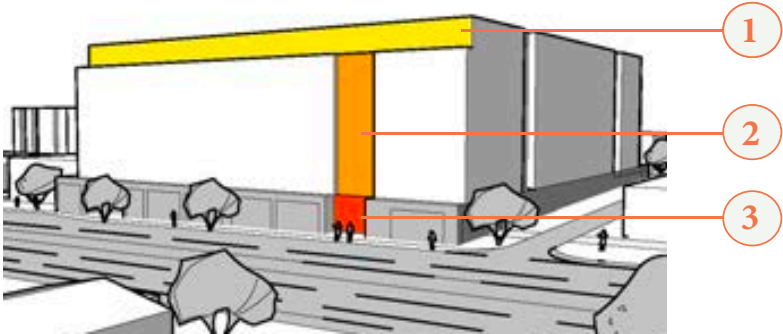
(DC2, DC2-A, DC2-B-1, DC2-C-1).

RESPONSE:

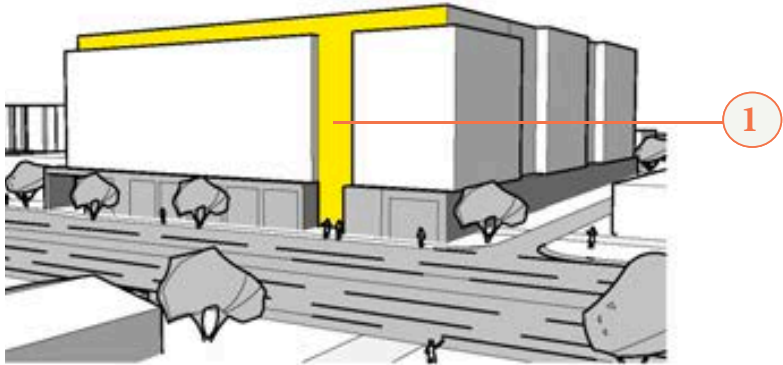
The project has evolved to strengthen the simple architectural concept by increasing the depth of the vertical massing recesses to match level 7 setback. The vertical recess now establishes two clear, distinct facade planes above the base and continues to grade to further separates the two masses. The base segment being recessed along the street front provides a distinct zoning of the mass and increased pedestrian space at street level.



EDG 1 VERTICAL MASSING



CURRENT VERTICAL MASSING



EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

1. MASSING & ARCHITECTURAL CONCEPT

RECOMMENDATION:

The Board stated that the vertical recess should extend to the ground and create a “place” at the ground-level that signifies the residential entry and use and promotes pedestrian safety and comfort along this predominantly auto oriented commercial.

RESPONSE:

Residential entry is now defined with a stronger massing recess and distinct material selection that provides relief to the overall bulk and scale of the project. The Aurora street edge was further articulated in such a way to emphasize the entry sequence with the pedestrian realm in mind. This will provide a strong sense of arrival to semi-private area, overhead coverage, and a small pocket of semi private amenity space.



EDG1 VIEW : LOOKING AT THE RESIDENTIAL ENTRY



CURRENT VIEW : LOOKING AT THE RESIDENTIAL ENTRY

Vertical massing recesses increased to match the depth of the level 7 setback.

Residential entry is defined with a strong massing recess and distinct material selection that provides relief to the overall bulk and scale of the project.

The Aurora edge is articulated to emphasize the entry sequence with the pedestrian realm in mind

Entry provides a strong sense of arrival to semi-private area, overhead coverage, and a small pocket of semi-private amenity space

EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

2. FAÇADE COMPOSITION & MATERIALITY

RECOMMENDATION:

The Board stated that the two facade planes above the base should each be treated uniquely and consistently on all sides. All facades should be treated with equal importance since the building will be highly visible on all sides.
(DC2, DC2-B-1)

RESPONSE:

Special attention is given to the treatment of all facades in order to create an identifiable urban edges, and activity / relationship at the building edge on all project frontages.



INSPIRATION: FACADE ELEMENTS AND MATERIALS



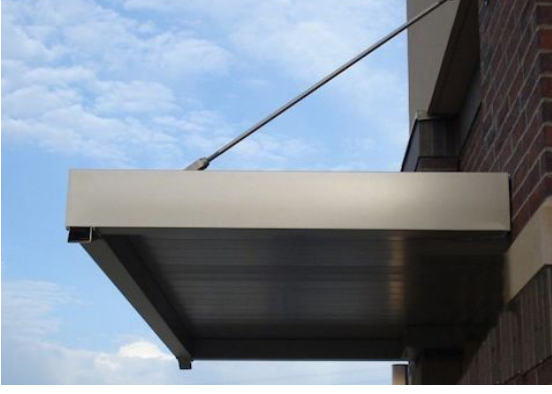
INSPIRATION: STOEFRONTS



CEMENT BOARD SIDING AT UPPER FLOORS



CONCRETE



INSPIRATION: METAL SECONDARY ELEMENTS



COMPOSITE WOOD

EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

2. FAÇADE COMPOSITION & MATERIALITY

RECOMMENDATION:

The Board supported the fine-grained materiality and use of sec-ondary architectural features and stated that the scale of panelized materials should be broken down to create texture, and specifically prioritized Design Guidelines DC2-C-1, Vi-sual Depth and Interest, and DC2-D-1, Human Scale. (DC2-C-1, DC2- D-1, DC2-D-2, DC4-A-1).

RESPONSE:

Building base has been designed with durable and pedestrian friendly materials. The materials chosen for the ground level reflect durability as an appropriate response to the dense nature of Aurora. Synthetic/ composite wood, will act as the primary accent material that lends a finer degree of texture and scale to the building. Special attention will be given to the scale of panelized materials, panel reveals details and material transitions.



PERSPECTIVE: PEDESTRIAN VIEW LOOKING AT THE RESIDENTIAL ENTRY

EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

2. FAÇADE COMPOSITION & MATERIALITY



PERSPECTIVE: PEDESTRIAN VIEW
LOOKING AT THE RESIDENTIAL ENTRY

Building base will vary between variety of scales and building uses, including parking, live/ work, commercial frontages and residential entrance. Entry design explores the use materials palette and overall language of simple masses and unified facade composition.



INSPIRATION: WELCOMING AND
IDENTIFIABLE MAIN ENTRY

The main entry provides a clear visual prominent and a vertical break in the facade, will be clearly identified with materials and differential element features.

EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

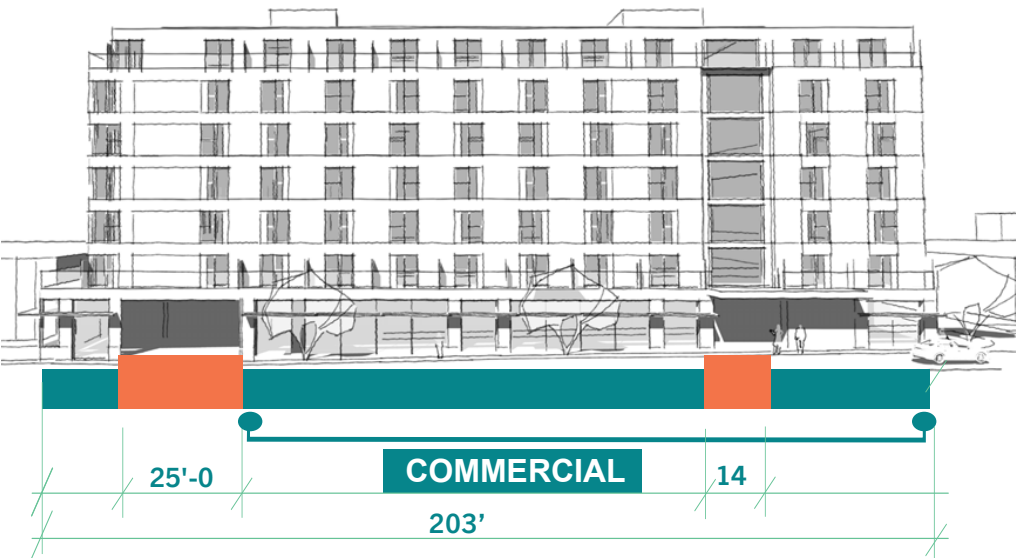
2. FAÇADE COMPOSITION & MATERIALITY

RECOMMENDATION:

The Board stated that the facade composition should be simplified to not emphasize the garage entry, and noted this could be achieved by carrying the window/material composition over the garage entry without altering the pattern above it.
(DC1-C-2, DC2, DC2-B-1)

RESPONSE:

The refined scheme has shifted the parking entry off Aurora to the southeast corner. The upper levels are no longer tied visually with the garage entry and by this reducing its perceived visual impact as much as it is feasible.



EDG 1 SCHEME GARAGE ENTRY LOCATION | AURORA AVE N FACADE



CURRENT SCHEME GARAGE ENTRY LOCATION|

Parking entry shifted to the southeast corner. The vehicular access presence will be minimized as far as it is possible.

Commercial uses are given visual prominence to reinforce the development as a new town center for the neighborhood at large.

EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

2. FAÇADE COMPOSITION & MATERIALITY



INSPIRATION: GARAGE DOOR



GARAGE ENTRY VIEW LOOKING SOUTH
Continuity of commercial street edge to maintain a strong urban street edge along the Aurora corridor.



GARAGE ENTRY VIEW LOOKING NORTH

EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

3. STREET-LEVEL USES & ENTRIES

RECOMMENDATION:

The Board questioned the viability of the commercial space in the southeast corner due to the size of the space, isolated location, and proximity to vehicular access. The Board stated that they are open to a residential use in that location, such as bike storage.

(DC1, DC1-C-4)(DC1-C-2, DC2, DC2-B-1)

RESPONSE:

The parking entry off Aurora Ave N was shifted to the southeast corner and the inviable skinny space has been eliminated. This seemed the most appropriate response for creating a continuous commercial street edge that provides a lively, pleasant pedestrian movement and interactions along the street.



EDG 1 SCHEME | SOUTH EAST CORNER



CURRENT | SOUTH EAST CORNER

Above the garage entry, the wall would be treated with material variations and window pattern that highlight the building corner while de-emphasize the street level condition.

EDG 1 PRIORITIES & BOARD RECOMMENDATIONS

ITEMIZED RESPONSES

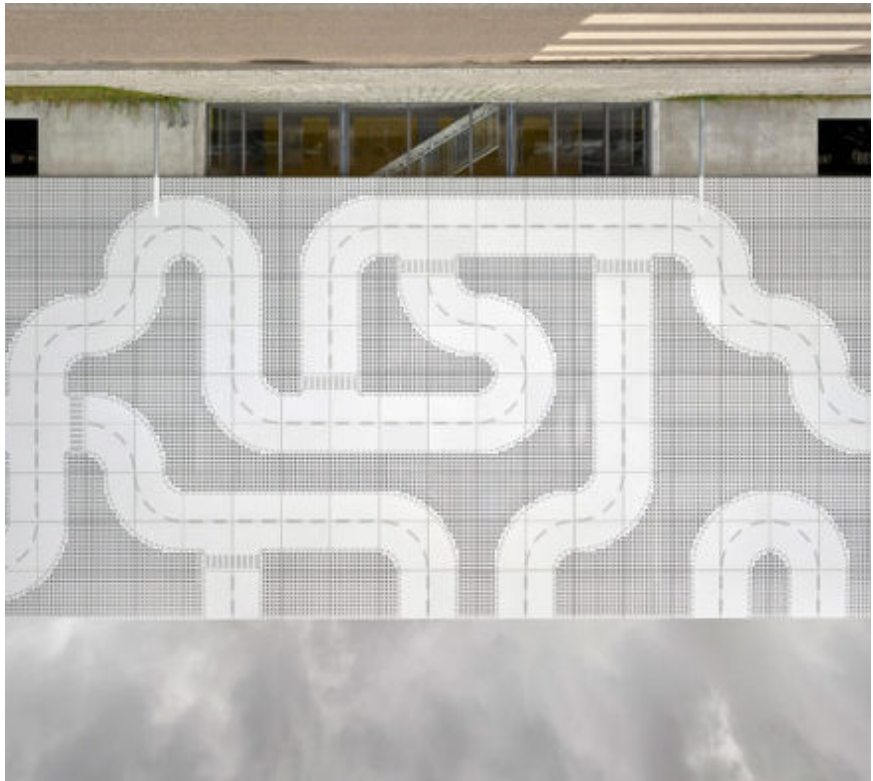
3. STREET-LEVEL USES & ENTRIES

Special attention given to the treatment of the blank wall where concrete podium wall will run along the north, west and south property lines. We design this wall to provide texture, visual interest, and durable materials with minimal maintenance requirements.

The wall will be visible both from the street and to drivers accessing parking for both this project and the site next door.

This wall is envisioned as a location for a larger mural installation and would stretch over 100ft. along the facades.

The design team looks forward to working with local artists and community members to determine an appropriate and attractive design for this location.

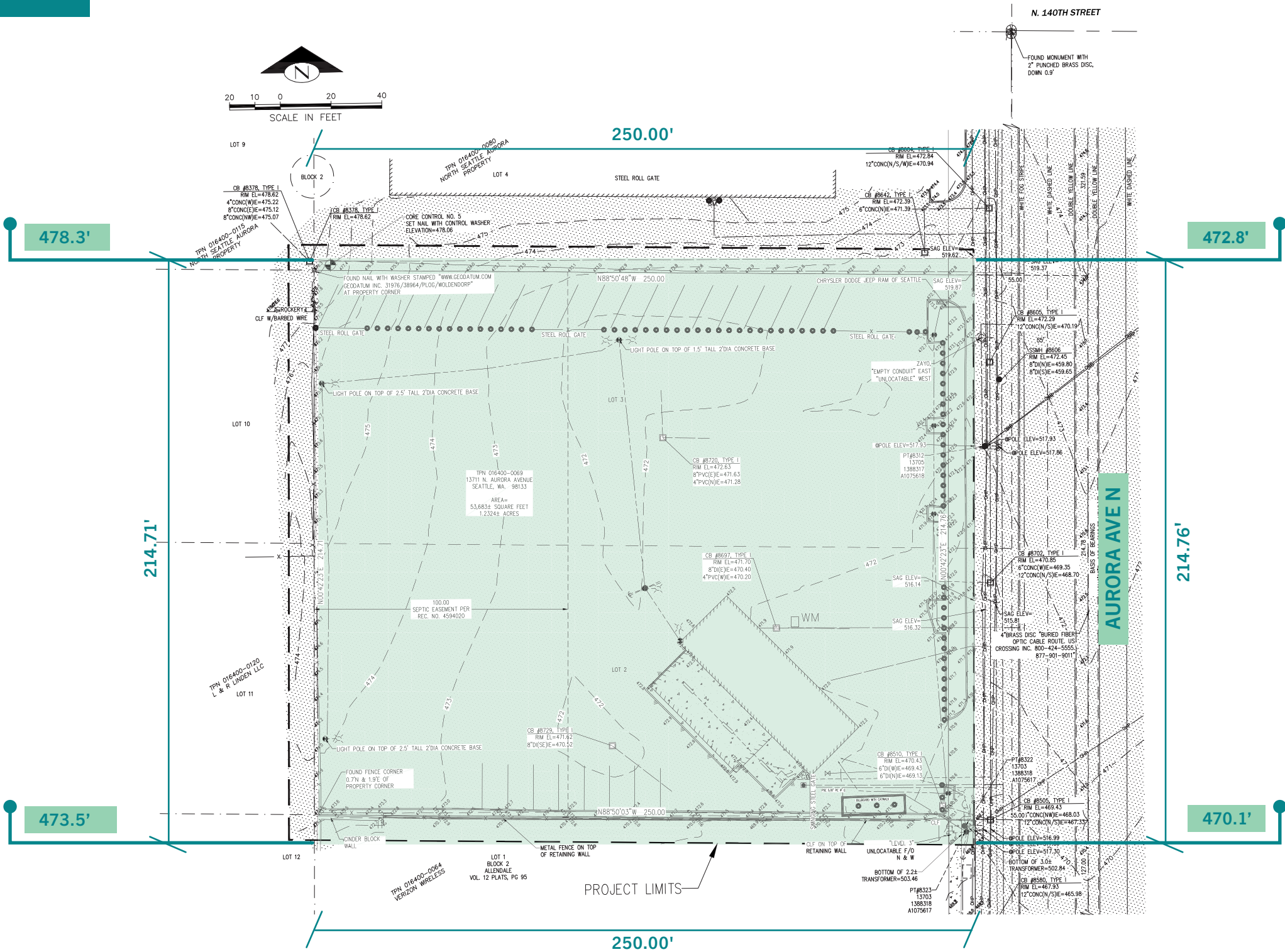


PRECEDENCE IMAGE - BLANK WALL TREATMENT INTEGRATED INTO THE PODIUM CONCRETE WALL

LEGAL DESCRIPTION

LOTS 2 AND 3, BLOCK 2, ALLENDALE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 12 OF PLATS, PAGE 95, IN KING COUNTY, WASHINGTON.

EXCEPT THE EAST 25 FEET THEREOF CONDEMNED BY KING COUNTY FOR ROAD PURPOSES IN KING COUNTY SUPERIOR COURT CAUSE NO. 62860.



SECTION 04 / PRELIMINARY SITE PLAN

EXISTING CONDITIONS

USES

The parcel is on a rectangular shaped block and maintains street frontage along Aurora Ave N. The project site shares its block with a Chrysler car dealership to the north. To the south of the project site there is a Verizon Distribution building. The lots to the east across Aurora street consists of an on-grade parking lots with some Auto body shops and a Comfort Inn 3-star hotel.

TOPOGRAPHY

The site is relatively flat.

ACCESS

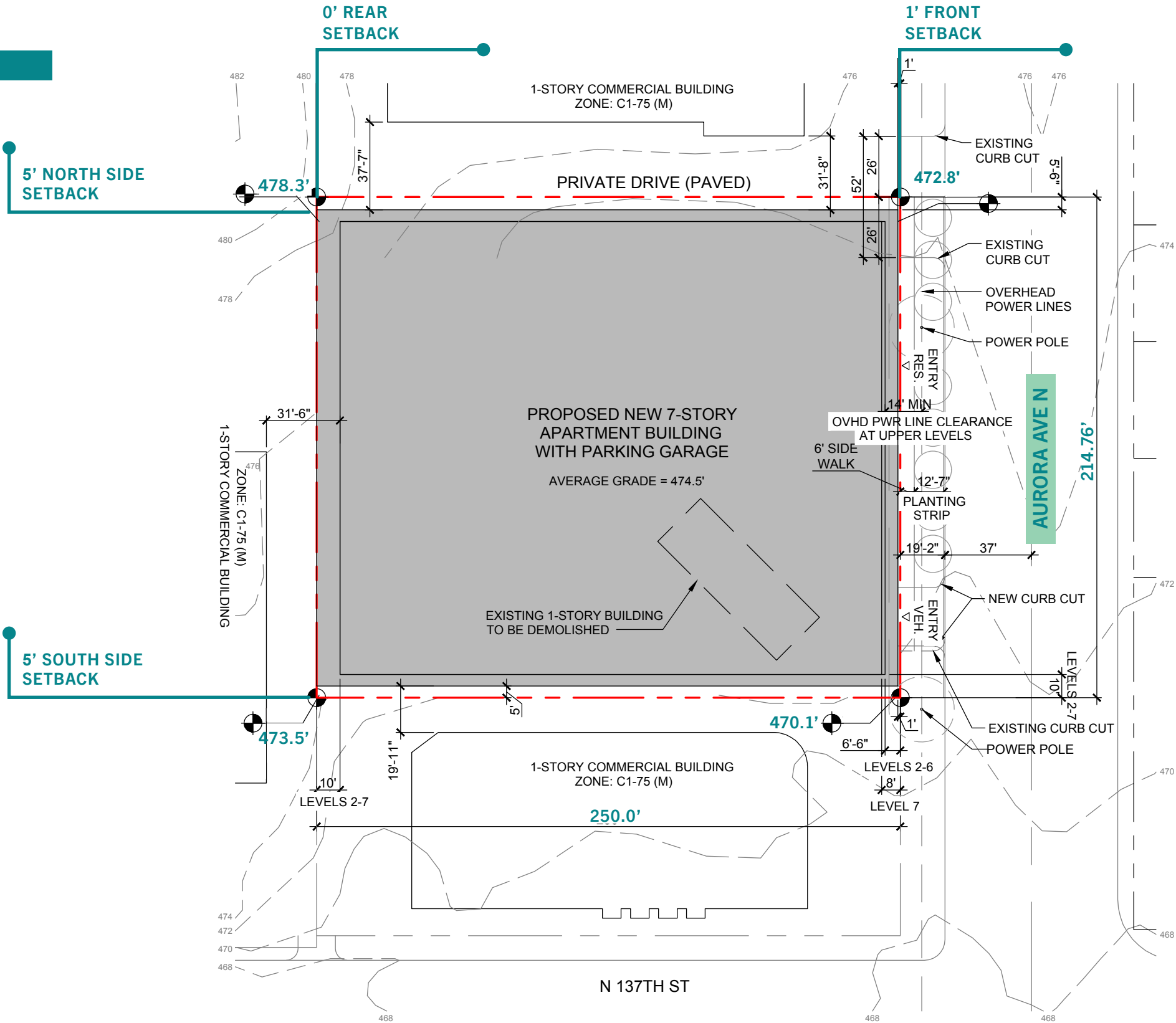
The site can be accessed only from the east side along Aurora Ave N, which is a moderately trafficked street. This frontage brings challenge for street level retail due to the absence of pedestrians routs and very little existing architectural presence. Currently sidewalks are partially improved.

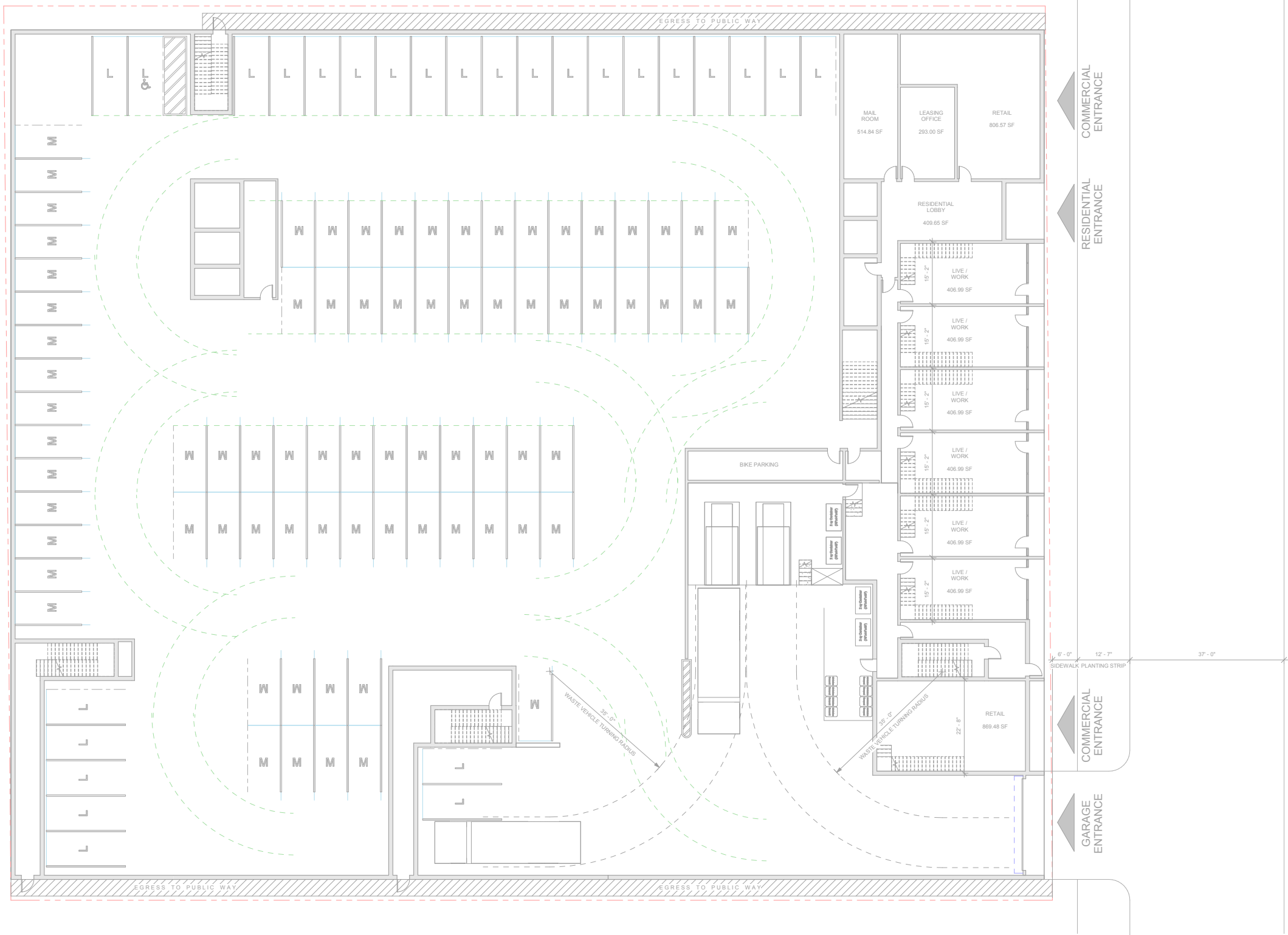
SOLAR ACCESS

The East and south sides have good solar access. Site has adequate morning light (faces East). Existing neighbor to the South will partially shade the mid-day sun.

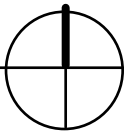
BUILDING MASS

The Aurora strip contains with a mix of building types, scales and uses. As appropriate to areas in transition, the proposed design will establish a desirable context for others to build upon in the future. The design will bring new character to the area by allowing for taller buildings and greater density. The neighbors along Aurora are currently car dealerships or retail types without pedestrian oriented streetscape on the ground level. This project will be contributing to the activity along the street.





FIRST FLOOR



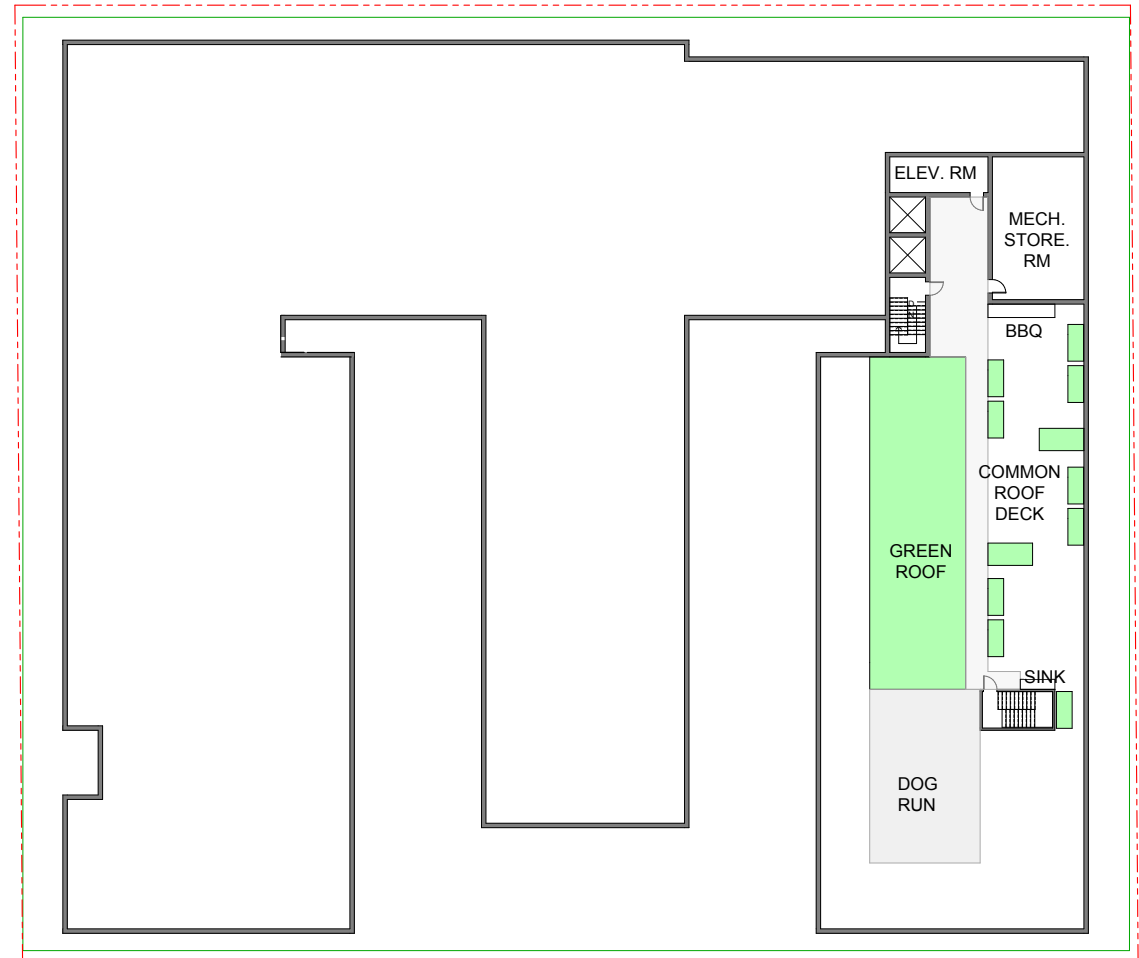
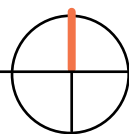


SECOND FLOOR

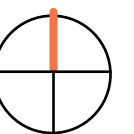


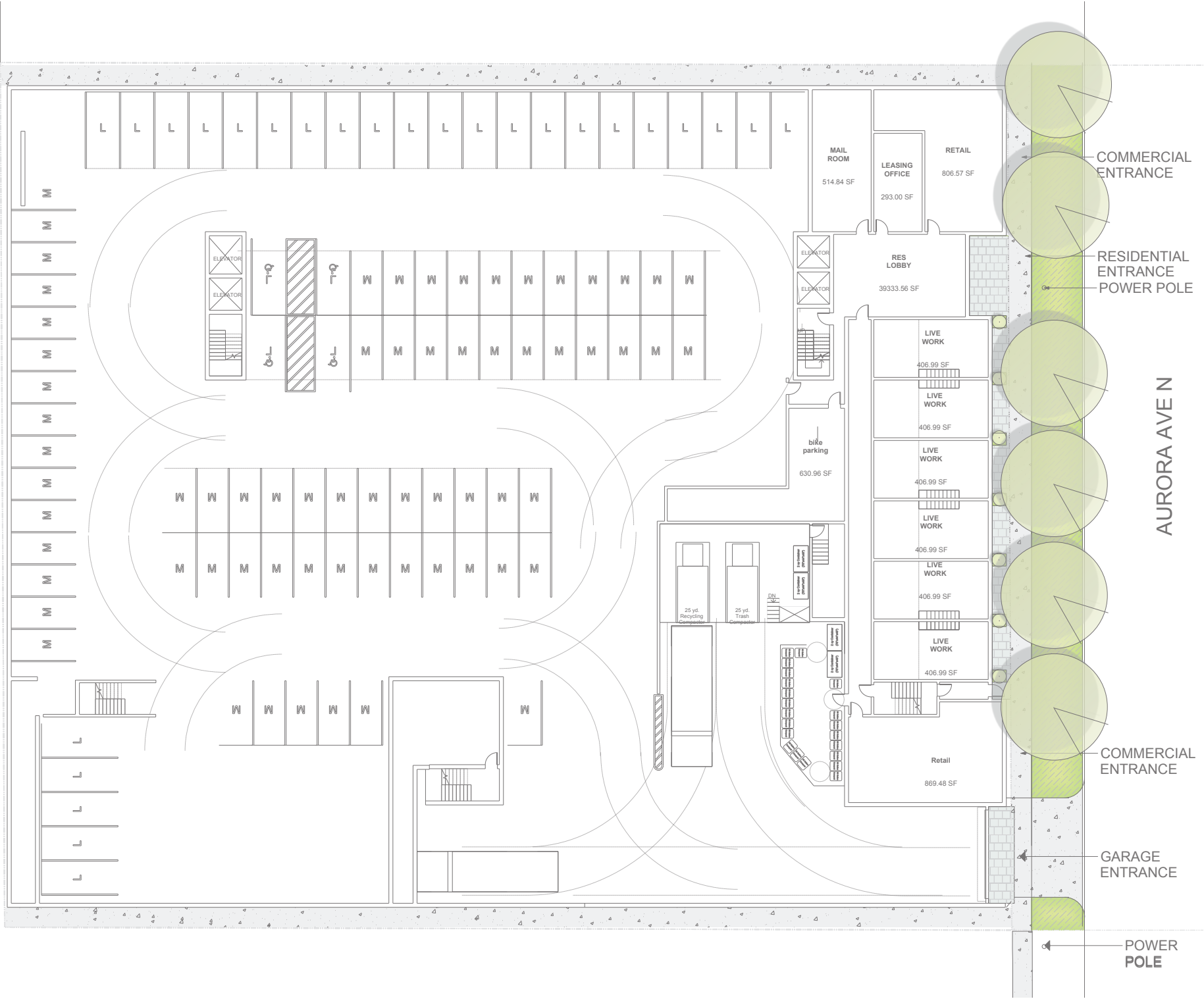


SEVENTH FLOOR



ROOF PLAN



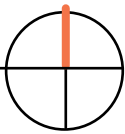


PLANT SCHEDULE

QUANT	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
16	SMALL TREE		1.5" CAL	
7	SMALL TREE		2.0-2.5" CAL	
2	SMALL TREE			
6	MEDIUM SMALL STREET TREE STREET TREE FORM		2.0-2.5" CAL	
★ 499	LARGE SHRUB WITH MATURE HEIGHT OF AT LEAST 48"			
★ 24 #	SHRUB WITH MATURE HEIGHT OF AT LEAST 24"			
	PLANTING AREA, TYPICAL			
	GREEN ROOF TRAY PLANTING SYSTEM. TRAY SYSTEM WEIGHS UP TO 34 POUNDS PER SQUARE FOOT SATURATED WEIGHT MAXIMUM.			

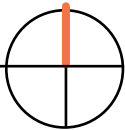
- PERVIOUS PAVING, WITH A TOTAL OF OVER 24" OF GRAVEL AND SOIL BENEATH, MUST MEET SEATTLE PUBLIC UTILITIES DEFINITION OF PERMEABLE PAVING
- CONCRETE PAVING OR PAVERS UNDER OVERHANG, NOT COUNTED IN GREEN FACTOR
- PEDESTAL PAVER SYSTEM AT LEVEL 2 AND ROOF GARDEN
- DECKING AT ROOF GARDEN
- DOG RUN AREA, MANUFACTURED TURF OVER PLASTIC GRATE PAVERS ON PEDESTALS WITH WASH DOWN FACILITY
- TOURNESOL 'WILSHIRE' PLANTERS, 24" DEEP, AND 36" DEEP FOR TREES
- TOURNESOL 'BOULEVARD WOOD PLANTERS', 24" DEEP, AND 36" DEEP FOR TREES

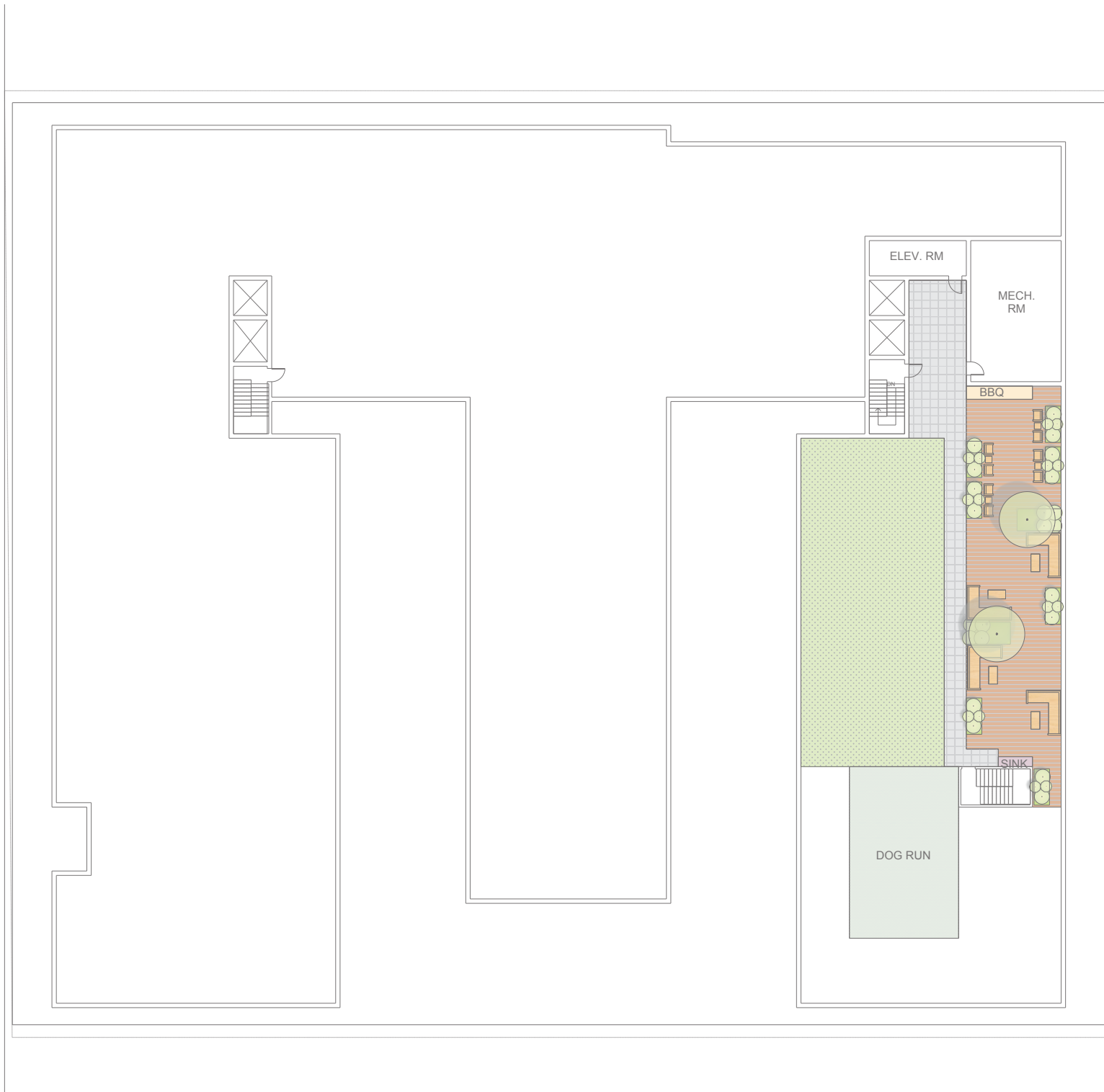
LANDSCAPE PLAN- GROUND LEVEL



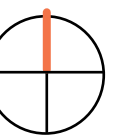


LANDSCAPE PLAN- 2nd LEVEL





LANDSCAPE PLAN- ROOF LEVEL



LANDSCAPE-PRECEDENT IMAGERY





THANK YOU



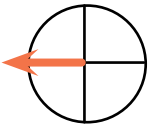
SECTION 05

• APPENDIX

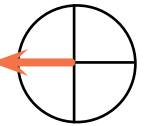
SITE VIEW FROM NORTH WEST CORNER



SITE VIEW FROM NORTH EAST CORNER



SITE VIEW-LOOKING FROM EAST



AURORA AVE N, (LOOKING EAST) : A-A'



Aurora Plaza
13754 Aurora Ave N



Five Star Auto Sales
13738 Aurora Ave N



Stereo Warehouse
13728 Aurora Ave N



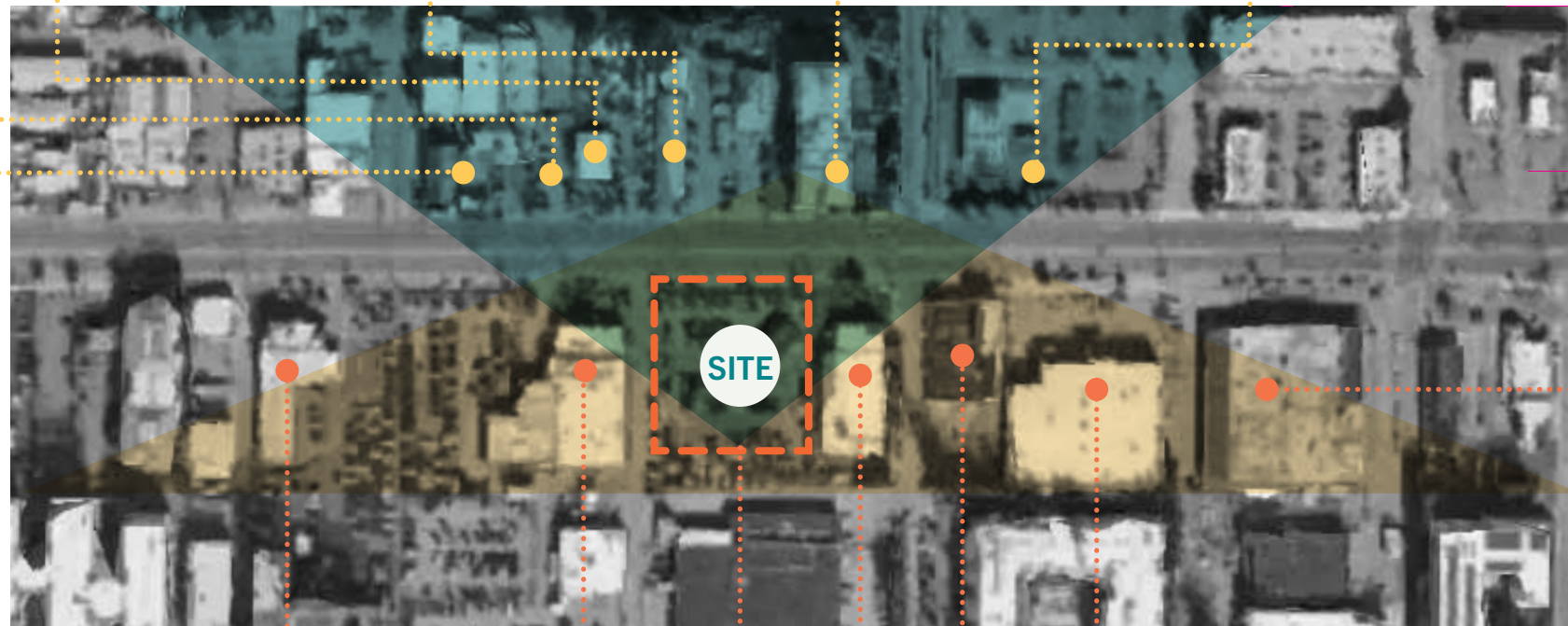
A+N Aurora Body & Paint Inc.t
13720 Aurora Ave N



Comfort Inn
13700 Aurora Ave N



Parking lot
13550 Aurora Ave N



AURORA AVE N, (LOOKING WEST) : B-B'

A **Hyundai of Seattle**
14005 Aurora Ave N



B **Chrysler Dodge Jeep Ram**
13733 Aurora Ave N



C **THE SITE**
13711 Aurora Ave N,



D **Verizon Distribution**
13701 Aurora Ave N



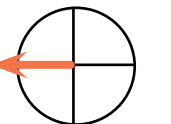
E **Neighborcare Health at St. Vincent de Paul**
13555 Aurora Ave N



F **UWA2**
13537 Aurora Ave N



G **Office Depot**
135th & N. Aurora,
13501 Aurora Ave N





DC2-A 2. REDUCING PERCIEVED MASSS

DC2-A ARCHITECTURAL CONCEPT

2. REDUCING PERCIEVED MASS

Use secondary architectural elements to reduce the perceived mass of large projects. Consider creating recessed or indentations in the building envelope: adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

RESPONSE: The design breaks the building up into two masses from the Aurora street front and includes recessed and stepped facades at the upper levels. Retail spaces are designed along the east facade of the development. These will be designed with mainly glass facades that open up to the street and allow for a safe environment. Canopies are provide along the street front using vibrant colors, materials and signage. Seating and landscaping is provided along the street front as well that creates pocket plaza for the pedestrians.



DC2-C S 1. VISUAL DEPTH AND INTEREST

DC2-C SECONDARY ARCH FEATURES

1. VISUAL DEPTH AND INTEREST

Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the facade design. Fit with Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors, such as:

- Considering aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials.
- Using trees and landscaping to enhance the biding design and fit with the surrounding context.
- Creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have addressed base, middle, and top, and whether those solutions or similar ones - might be a good fit for the project and its context.

RESPONSE: The proposed design allows for secondary architectural elements around the site, which are visible from the sidewalk to build connection between the new and adjacent development. The preferred proposal incorporates facade articulation throughout the building to establish a horizontal datum to respond to the existing structure height. The articulation visually breaks down the height of the building.



DC2-D - 1. HUMAN SCALE

DC2-D ARCHITECTURAL CONCEPT

1. HUMAN SCALE

Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.

RESPONSE: The preferred proposal incorporates facade articulation throughout the building to establish a horizontal datum to respond to the existing structure height. The articulation visually breaks down the height of the building. The project proposes creating a rhythm using both variations in the material palette and emphasizing a clear structural organization. Canopies will be used to define entries to the street level retail, providing both weather protection and a datum line bring down the street level zone to a pedestrian scale. The proposed design uses secondary architectural elements around the site, which are visible from the sidewalk to build connection between the new and adjacent development.



CS3 EVOLVING NEIGHBORHOODS

CS3.4 ARCH. CONTEXT & CHARACTER

4. EVOLVING NEIGHBORHOODS

In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

RESPONSE: The Bitter Lake neighborhood surrounding Arora is in transition with a mix of building types, scales and uses. The area is responding to new developments near by allowing for taller buildings and greater density. The neighbors along Aurora are currently car dealerships or retail types without pedestrian oriented streetscape on the ground level. This project will be contributing to the activity along the street, and will bring new character to establish a positive influence to the neighborhood. Retail spaces are designed along the front facade, these will be designed with mainly glass facades that open up to the street and allow for a safe environment. Canopies are provide along the street front using vibrant colors, materials and signage. Seating and landscaping is provided along the street front for creating succesful pedestrian connectivity.



CS2 HEIGHT, BULK AND SCALE

CS2-D URBAN PATTERN AND FORM

1. HEIGHT, BULK AND SCALE

Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

RESPONSE: The team reviewed the architectural character of the Bitter Lake neighborhood surrounding Aurora Ave N. The Aurora strip is evolving and containing with a mix of building types, scales and uses. As appropriate to areas in transition, the proposed design will relate to height, bulk, and scale of the new developments while establishing a desirable context for others to build upon in the future. The design will respond to the datum lines of the existing-surrounding structures but will bring new and improved character to the area by allowing for taller buildings and greater density. The neighbors along Aurora are currently car dealerships or retail types without pedestrian oriented streetscape on the ground level. This project will be contributing to the activity along the street, and will bring new character to establish a positive influence to the neighborhood.



PL3-B SECURITY AND PRIVACY

PL3 STREET-LEVEL INTERACTION

1. FRONTAGES

Design ground floor frontages in commercial and mixeduse areas that emulate or improve upon the surrounding pedestrian oriented context, while acknowledging the pedestrian patterns that exist. Promote transparency and “eyes on the street.” At residential projects, provide coupled entries where possible to foster a sense of community and visual interest in building entryways.

RESPONSE: Retail spaces are designed along the east facade of the development. These will be designed with mainly glass storefronts Entrances to the street level uses are located primarily along Aurora frontage and are clearly visible from the sidewalk and across the street. Entrances will have signage, seating and landscaping to differentiate them from other areas in the building. Overhead weather protection is provided along the main street fronts where retail entrances and residential lobby areas are provided. A continuous landscape buffer is provided along the street and additional landscape buffers



PL3 FRONTAGES

PL3-B RESIDENTIAL EDGES

1. SECURITY AND PRIVACY

Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.

RESPONSE: The proposed project enhances the safety of the entries by promoting social interaction to activate the street. The entries design provide lighting, eye on the street connection and multi-resident overview. The ground level provides privacy and security using doors with security system in all the entries. Adjacent to the south, north and west property lines we propose a wood fence to provide screening, privacy and security between the neighboringenhances building and the proposed development. Lastly, Window treatments will be



PL2 STREET-LEVEL TRANSPARENCY

PL2.B SAFETY AND SECURITY

3. STREET-LEVEL TRANSPARENCY

Ensure transparency of street-level uses (for uses such as non-residential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.

RESPONSE: Transparent commercial frontage will face the Aurora frontage to promote activity, interest and safety on the street. The dominant use along Aurora is commercial entries, a vehicular entry and a residential entry, accessed through the corner open space off Aurora providing a transition from the street to the residential levels. The storefront entries and residential entry are both oriented to Aurora to provide visual connection and security. The sidewalk along the east edge of the site will provide pedestrian oriented experience with views into the commercial spaces in order to emphasize transparency of the commercial street frontage while the upper residential levels are setback to provide privacy. The streetscape will propose street trees, pedestrian level planting lighting and weather protection over the sidewalk.



PL3-A ENTRIES

PL3-A STREET-LEVEL INTERACTION

1.C ENTRIES

Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping.

RESPONSE: The main entry will be clearly identified with landscaping and differential element features. The landscaping design will provide pavings and planters leading the route through the main entry to the building residential lobby.

OUTREACH METHODS:

In order to comply with outreach standards we employed these outreach methods

1. PRINTED OUTREACH: MAILING TO ALL PROPERTY OWNERS WITHIN 500’.

Sent direct mailings to residences and businesses within a 500 - foot radius of the site. The letter provided early notifications to local businesses and community members.

2. ELECTRONIC/DIGITAL OUTREACH: BASIC PROJECT WEBSITE

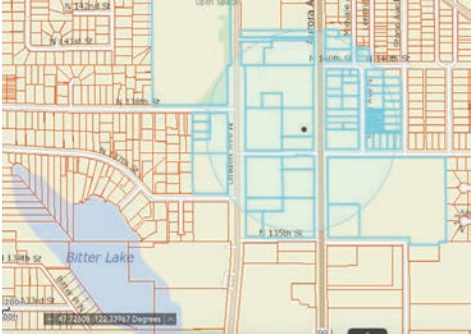
Provided a basic project website that allows for adding public comments (high impact). The page displayed prominently translations in-language and was easy to navigate. The website included an online survey for feedback and comments. The information and survey hosted on the Developer/ applicant’s web-page.

3. ELECTRONIC/DIGITAL OUTREACH: EMAIL DISTRIBUTION TO ORGS OR LOCAL BLOG OR DIGITAL NEWSLETTER.

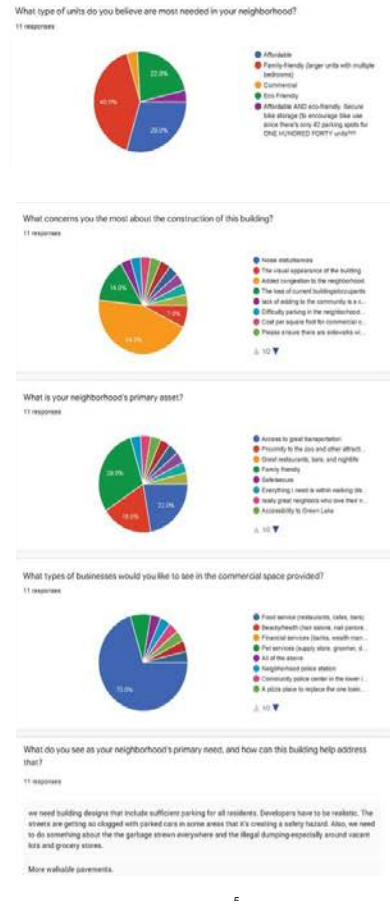
Emailed a digital copy of the flyer with a cover email to neighborhood/ community groups and ethnic media outlets. The flyer has translations provided in Spanish, Korean and Chinese and invited people to visit the website, take the survey and leave comments

4. ELECTRONIC/DIGITAL OUTREACH: ONLINE SURVEY

Posted a seven-question survey using Google Forms for over 21 days. A link to the survey is included in both the letter, the flyer and on the project webpage on our website.



Online survey responses:



SUMMARY OF OUTREACH FEEDBACK:

Our online survey was filled out by eleven neighbors from the community to help us better understand their concerns and priorities for this property and neighborhood. Our project received both support and concerns regarding its potential impact on the neighborhood. The survey feedback was useful and there was general neighborhood support for the proposed project. Comments indicate that the development could improve the Aurora corridor, strengthen the community, and provide a safer environment.

Our survey respondents indicated that affordability and family-friendly design are extremely important characteristics. Some indicated that the development needs to respond to the community needs and provide affordable housing for mixed-income with options below 60% AMI . Our audience requested a greater range of food services (restaurants, cafes, bars), more walkable sidewalks, and a neighborhood police station to combat crime and safety issues along the Aurora strip. It was noted that there was a strong inter-

est in contributing to the cleanliness of Aurora and its upgrading.

The majority of those who responded to our survey believe that adding more family-friendly homes to the area would ultimately encourage people to settle in the neighborhood. Bringing in families and businesses that care about and are invested in the community would be a good way for a new project to benefit the community. Moreover, bringing in more people with a vested interest in the longterm growth would establish stability of the neighborhood.

Neighbors emphasized the importance of safety and security and addressing crime as one of the most important concerns. As far as public safety, public security, and cleaning up Aurora are concerned, they seem to be top priorities. The street is poised with car oriented businesses, which makes the area unsafe for walking in the dark after business hours or when stores are close., as well as an increased number of homeless occupying the street. According to the

majority of people, the development can help address those problems by adding an anchor business, increasing foot traffic, and ensuring tenants are watching the streets for crimes. A family-friendly project will increase the number of families in the area, have eyes on the street 24/7, remove debris from the sidewalks, and improve Aurora as a whole.

Neighbors requested that we create adequate parking spaces for the building in order to respond to the traffic situation. Having parking for the facility seems important for the new development. Neighbors emphasized the importance of respecting the neighborhood during and after construction. They described that not enough spaces are provided for residents and shop patrons and that the streets are getting clogged with parked cars. Neighbors requested that we keep them informed during construction of the progress and any street closures and limiting noise to daytime. We will take the necessary steps to mitigate noise and disruption.

CONCLUSIONS

We learned a great deal about the community’s priorities from our feedback. As a sign of ongoing respect for the neighbors and nearby community, we will plan our development to provide affordability, design family-friendly homes, and fit with neighborhood character. To improve the Aurora corridor, strengthen the community, retail entries are proposed with weather protection. Pedestrian engagement will be achieved with visual interaction through building openings and transparency within the modulation of the building’s base. A semi-private entry is created for resident use which is emphasized through design cues such as being recessed in the building massing with opportunities for landscaping to create a welcoming and identifiable area leading from the public pedestrian walk. We intend to keep these recommendations, desires, and concerns in mind as we move through the design and building process.



COMMUNITY ASSETS

The site is located on the north edge of the Better Lake neighborhoods. It's immediate community assets are the Dunn Gardens and the Bitter Lake Playfield. It shares proximity to many other community assets making it an ideal centralized ocation for public amenities like transportation, librar-iesand schools.

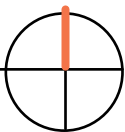
NEIGHBORHOOD CONTEXT ANALYSIS-KEY

- (A) BITTER LAKE
- (B) BITTER LAKE PLAYFIELD
- (C) BROADVIEW BRANCH - THE SEATTLE PUBLIC LIBRARY
- (D) NORTHACRES PARK
- (E) HALLER LAKE PARK
- (F) LAKESIDE MIDDLE SCHOOL
- (G) DUNN GARDENS
- (H) UW MEDICAL CENTER - NORTHWEST | SEATTLE HOSPITAL
- (I) WASHINGTON INTERNATIONAL SCHOOL
- (J) PARKWOOD ELEMENTARY SCHOOL
- (K) THOMPSON HIGH SCHOOL
- (L) INGRAHAM HIGH SCHOOL

LEGEND

- PROJECT SITE
- INTERSTATE 5
- NEIGHBORHOOD BOUNDARY
- LINK LIGHT RAIL STATION

NEIGHBORHOOD CONTEXT



COMMUNITY NODES

Context analysis: the nodes highlighted represent the nearby diverse community assets (school, library and community center) and open recreation areas adjacent to the project.



A BITTER LAKE



B BITTER LAKE PLAYFIELD



C BROADVIEW BRANCH THE SEATTLE PUBLIC LIBRARY



D NORTHACRES PARK



E HALLER LAKE PARK



F LAKESIDE MIDDLE SCHOOL



G DUNN GARDENS



H UW MEDICAL CENTER -NORTHWEST SEATTLE HOSPITAL



I WASHINGTON INTERNATIONAL SCHOOL



J PARKWOOD ELEMENTARY SCHOOL



K THOMPSON HIGH SCHOOL



L INGRAHAM HIGH SCHOOL

STREET LEVEL USE

The 5 minute walking area of the neighborhood is mainly characterized by small to large commercial and retail buildings, multi-family apartments, auto shops and restaurants on high-traffic principal arterial street (Aurora Ave N) with Single family housing further to the west. There is immediate access to public transit at the proposed project location. Within a short walk away, residents have access to multiple bus routes, neighborhood greenways, bike lanes.

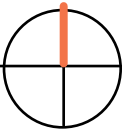
EXISTING BUILDING-KEY

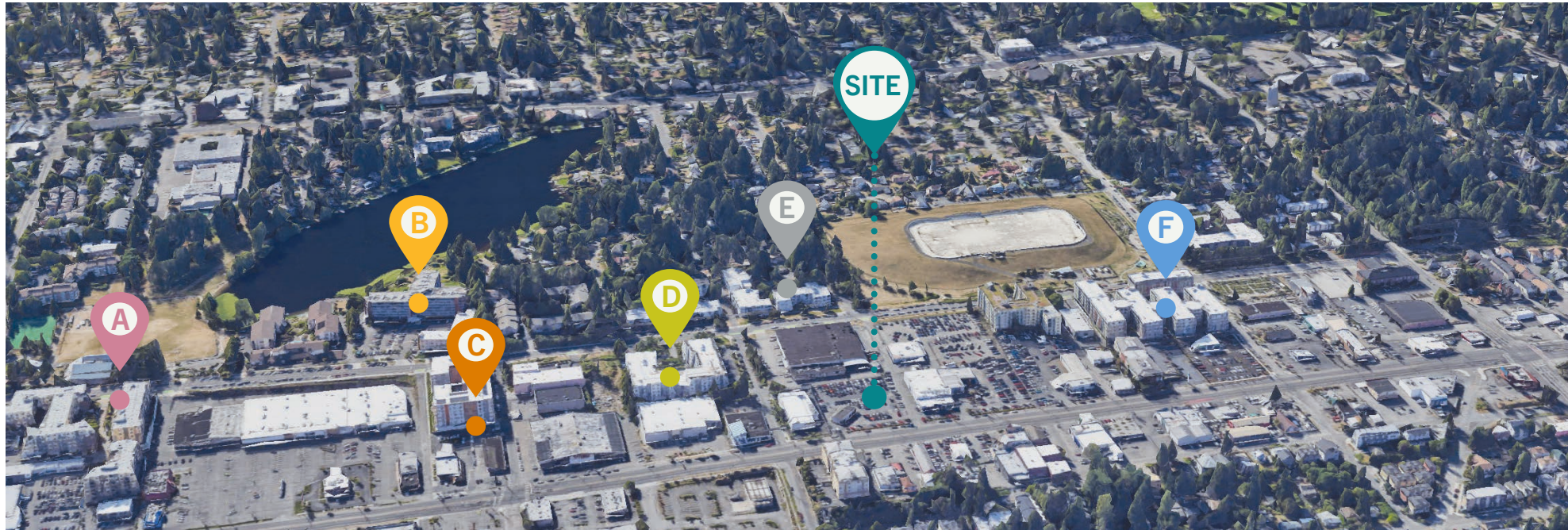
- (A) WALGREENS
- (B) TRI-COURT APARTMENTS
- (C) UNITED STATES POSTAL SERVICE
- (D) O'REILLY AUTO PARTS
- (E) KIDD VALLEY
- (F) CARD EXCHANGE
- (G) TRESSA APARTMENTS
- (H) HYUNDAI OF SEATTLE
- (I) NORTHLINE APARTMENTS
- (J) AMESBURY COURT APARTMENTS
- (K) COOPER APARTMENTS
- (L) CHRYSLER DODGE JEEP RAM OF SEATTLE
- (M) COMFORT INN & SUITES SEATTLE NORTH HOTEL
- (N) OFFICE DEPOT
- (O) LA FITNESS
- (P) PLANET FITNESS
- (Q) BITTER LAKE VILLAGE CONDOMINIUMS
- (R) ASIAN FAMILY MARKET SEATTLE
- (S) PETSMART

LEGEND

- PROJECT SITE
- BIKE LANE
- METRO BUS ROUTE
- RESIDENTIAL USES
- COMMERCIA USES

STREET LEVEL USE





BITTER LAKE VILLAGE RESIDENTIAL FRAMEWORK

The Bitter Lake area along Linden Ave. N is poised to become a unique in-city neighborhood in northwest Seattle. It already possesses a strong residential and commercial community that has seen significant recent development. The recently completed Linden Ave. N street improvements created infrastructure needed to support existing development and new development. RapidRide transit service is providing frequent, high-quality service linking this area to other neighborhood and downtown Seattle. The City recently approved funding to move forward the design of improvements to Aurora Ave. N.

There are numerous, apartment buildings and small commercial businesses located along the east/west streets between Linden Ave. N and Aurora Ave. N, ranging from insurance offices to brake and transmission shops. These benefit from the regional access provided by Aurora, and provide jobs and services to surrounding communities. However, N 130th St. between Linden Ave. N and Aurora Ave. N should transition toward a more pedestrian and transit oriented development pattern. This would establish N 130th St. as the gateway to the Bitter Lake Village Center.

A The Cambridge at Bitter Lake
13030 Linden Ave N

B Linden Park Condominium
13717 Linden Ave N

C Linden Flats
13280 Linden Ave N

D Cooper Apartments
13530 Linden Ave N

E Amesbury Court Apartments
13739 Linden Ave N

F Tressa Apartment complex
14200 Linden Ave N

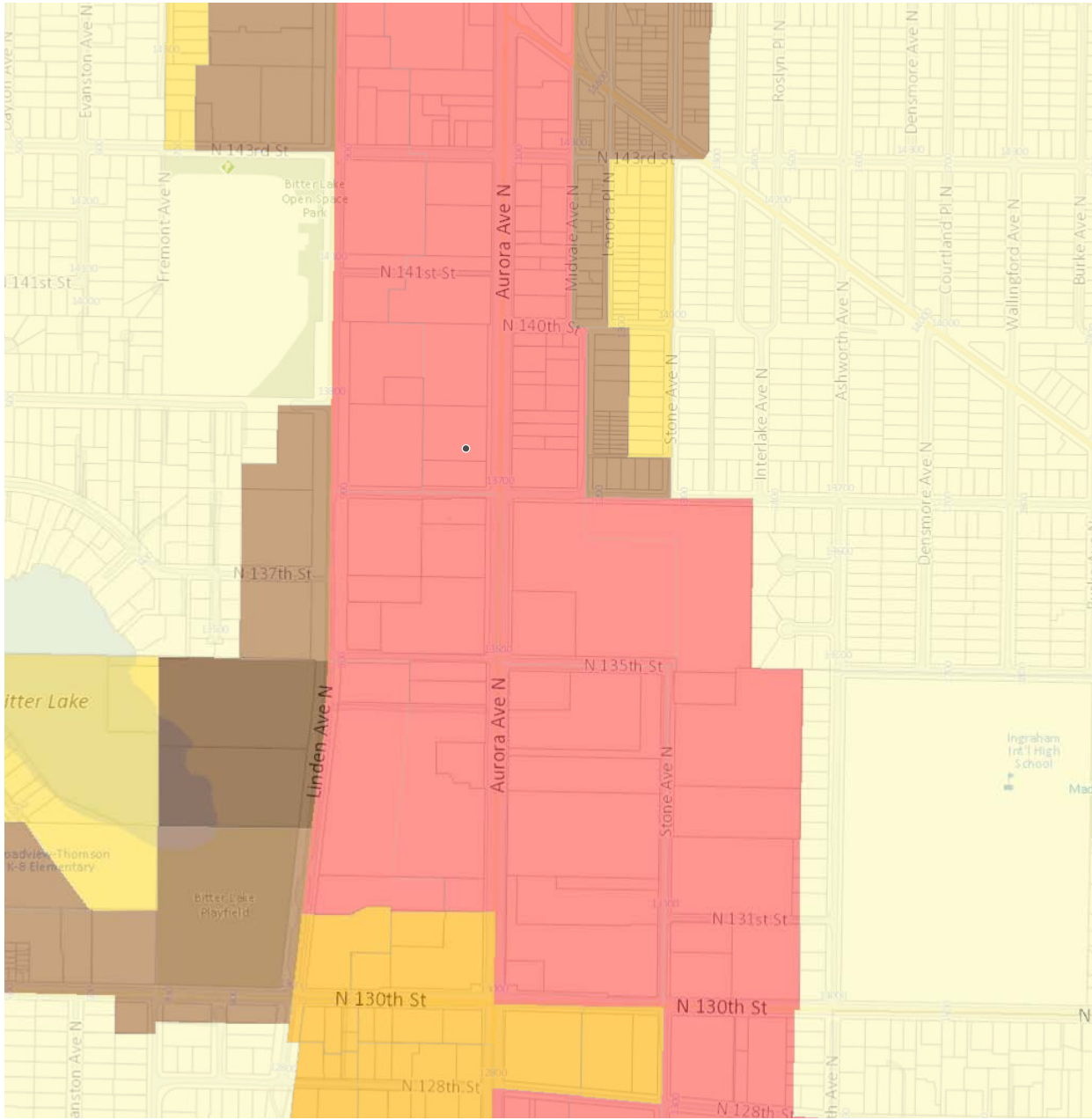


ZONING OVERVIEW
■ EXISTING ZONING: Commercial 1-75
■ COMPREHENSIVE PLAN LAND USE: Hub Urban Village
■ NEIGHBORHOOD PLANNING AREA: Broadview - Bitter Lake - Haller Lake
■ OVERLAY: Bitter Lake Urban Village

SMC	REQUIREMENT
23.47A.004	PERMITTED USES Commercial, Live / Work, Residential
23.47A.005.C	STREET-LEVEL USES MAX Residential Uses of Street Level at Street Facing Facade: 20%
23.47A.008	STREET-LEVEL DEVELOPMENT STANDARDS BLANK FACADE: MAX. Blank Facade Length: 40% MAX. Blank Facade Area: 40% TRANSPARENCY: MIN. Transparency Length: 60% MIN. Transparency Area: 60% DEPTH PROVISIONS: AVG. Depth: 30’ MIN. / Total Depth: 15’ MIN. HEIGHT PROVISIONS: MIN. Height: 13’ OVERHEAD WEATHER PROTECTION: MIN. Length: 60% / MIN. Width: 6’
23.47A.008.5	STRUCTURE WIDTH LIMIT MAX. Structure Width: 250’ / If the structure complies with the modulation standards
23.47A.012	STRUCTURE HEIGHT MAX. Height:: 75’ ROOFTOP FEATURES: MAX. Height: 15’ MAX. Height Stair /Elevator: 16’’ MAX.COMBINED TOTAL COVERAGE: 20% of Roof Area 25% of Roof Area If Including Stair/ Elevator Penthouses /Mechanical Equipment
23.47A.013	FLOOR AREA RATIO MAX. FAR: 5.5 The following gross floor area is not counted toward FAR: All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access
23.47A.014	SETBACK REQUIREMENTS Front : 0’/ Rear : 0’/ Side : 0’ UPPER-LEVEL SETBACKS FOR STREET-FACING FACADES Front 8’ avarage Seatback for above 65’ MIN Setback Depth: 5’

SMC	REQUIREMENT
23.47A.016	ODOR STANDARDS The venting of odors, vapors, smoke, cinders, dust, gas, and fumes shall be at least 10 feet above finished side-walk grade, and directed away to the extent possible from uses within 50 feet of the vent
23.47A.022	LIGHT AND GLARE STANDARDS Exterior lighting must be shielded and directed away from adjacent uses
23.47A.024	AMENITY AREA MIN. Amenity Areas: 5.00% All residents shall have access to at least one common or private amenity area Amenity areas shall not be enclosed Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet
23 47A.032	PARKING LOCATION AND ACCESS No parking required per SMC 23.54.015 Table B / 150 Provided
23 54.015	BICYCLE PARKING MIN. Long Term Parking: 350 (1 per dwelling unit) MIN. Short Term Parking: 17.5 (1 per 20 dwelling units)
23 54.040	SOLID WASTE AND RECYCLABLE MATERIALS STORAGE Shared Storage Space for Solid Waste Containers for Residential: 575 sf + 4 sf for each additional unit above 100 dwelling units For development with more than 100 dwelling units, the required minimum area for storage space may be reduced by 15 percent, if the area provided as storage space has a minimum horizontal dimension of 20 feet
23.47A.017	MANDATORY HOUSING IN C AND NC ZONES Zone is subject to a mandatory housing affordability
23 58C.030	AFFORDABLE HOUSING FOR RESIDENTIAL DPEerVfoErmLaOncPeM cEalcNuTla t ion amount per code for PUDA: 5.0% units required Payment calculation amount per code for PUDA (adjusted for change in CPI): \$7.00 / SF required

ZONING MAP



LEGEND: CURRENT ZONING

SF 7200	C1-75
NC3-95	MR
LR3	RSL

C1-75 (COMMERCIAL 1):

An auto-oriented, primarily retail/ service commercial area. Building types are variety of commercial structures with ex-tensive surface parking and multi-story office or residential buildings.

RSL : RESIDENTIAL ZONE

SITE



The areas along Aurora Ave N. are predominantly commercial driven, with residential areas surrounding to the East and West of the site. With the future of the Bitter Lake Urban Village Neighborhood plan, this area will eventually be infused with both commercial and residential spaces, and areas for play. The result will be

focal points where residents can shop, gather, work, and live. The majority of the immediate surroundings both North and South of 125th along Aurora are C1 (Vehicle-served) commercial. This currently creates a pattern of large scale buildings and parking lots along the lots fronting Aurora Avenue N.

MARCH / SEPT 21

JUNE 21

DECEMBER 21

9 AM

NOON

3PM

